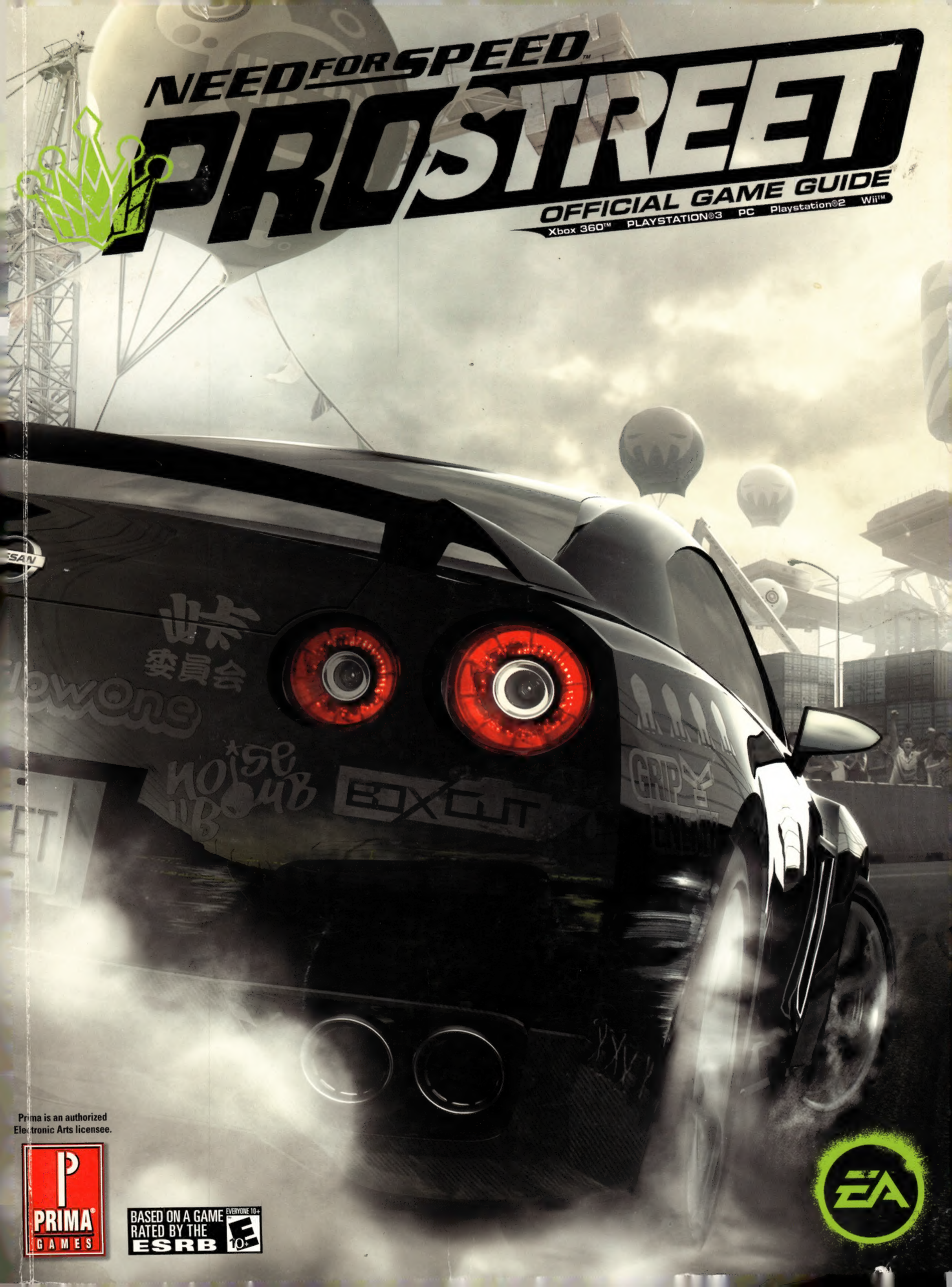

NEED FOR SPEED
PROSTREET
OFFICIAL GAME GUIDE
Xbox 360™ PLAYSTATION®3 PC Playstation®2 Wii™
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BASED ON A GAME RATED BY THE ESRB
EVERYONE 10+


RYO WATANABE
SHOWDOWN
KING

NEED FOR SPEED PROSTREET

PRIMA OFFICIAL GAME GUIDE

BRAD ANTHONY
& OFFBASE PRODUCTIONS

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While a zealous gamer at heart, Brad spends most of his free time cultivating himself with other passions, including snowboarding, beach volleyball, weightlifting, kite surfing, photography, Taoist philosophy, and various martial arts. A second degree black belt in traditional Taekwon-Do, Brad also owns and operates a business that teaches reality-based self defense to people searching for new confidence and abilities. He currently trains under Grandmaster Shou-Yu Liang in Swimming Dragon Bagua empty hand and straight-sword styles to calm his body, mind, and spirit after demanding writing schedules and impossible amounts of coffee.

Brad enjoys a nature-inspired, technologically-enhanced life in beautiful Vancouver, British Columbia.

We want to hear from you! E-mail comments and feedback to banthony@primagames.com.

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WELCOME TO *PROSTREET*



WELCOME TO THE FUTURE, WHERE THE WORLD IS A VERY DIFFERENT PLACE. HERE, STREET RACES ARE LEGAL, SANCTIONED EVENTS FULL OF SPECTACLE AND EXCITEMENT. REPUTATIONS ARE ON THE LINE AS WELL AS HUGE CASH PRIZES. THIS IS PROSTREET.



Like any sporting event, ProStreet has its champions: the Kings. Five Kings of racing expertise sit on their thrones, waiting for and defeating all challengers. They don't show mercy, and they don't use kid gloves. There's one more champion, though: you. You just don't know it yet. Nobody does—but when you're done with this book, everyone will.



The Prima *ProStreet* guide is versatile enough to be used either as a quick reference or as your companion through the entire game. We've got things set up so that strategies are easy to find in those frustrating situations where you find yourself stuck, and easy to follow if being used as a supplement to every race. It's detailed enough to let you formulate your own strategies based on our tips as well. Prepare to be the *opposite* of disappointed.





Want a rundown on *ProStreet*'s plethora of cars? We've got that. Want to make sense out of Career Mode? We can help you there, too. Oh, and just in case you were wondering, we still break down the nuances of every single track, providing offline and online tips from our talented staff players. Building on the expertise of all of us, you'll be able to race any track like a pro, and destroy all who dare challenge you.



HOW TO USE THIS GUIDE

Need For Speed ProStreet is full of new racing events, gameplay features, and driving techniques, and this guide has evolved to match!





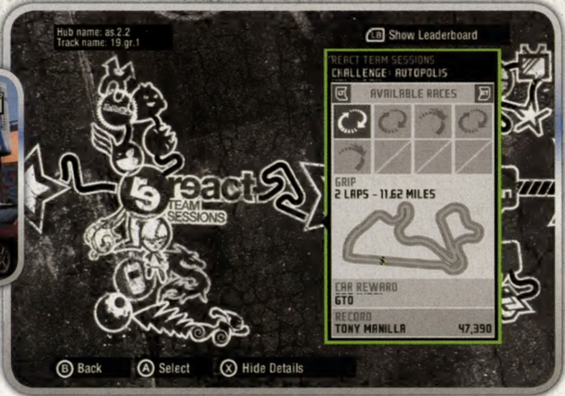
We'll teach you how to handle all of the events: drag racing, drifting, grip races, speed challenges, time attacks, and sector shootouts. We'll teach you how to tune your car for maximum racing potential, and how to build your skills to reach those target lap times with ease.



So what *doesn't* this book do? Well, unfortunately, it can't play the game *for* you—you'll have to handle that yourself. This book, however, will definitely make *Need For Speed ProStreet* even more fun because winning races is infinitely more exciting than losing them. So, turn the pages and let's get rolling.

BEFORE HITTING THE TRACK





CAUTION

FEATURES, GAME MODES, CARS AND TRACKS MAY VARY BETWEEN DIFFERENT SYSTEMS AND PLATFORMS.

CAREER MODE

Career Mode is where it all happens. This is where you race in more than 50 events, comprising up to eight races each, to win money, cars, and status. Work your way through the circuits to eventually become the Street King. Career Mode is where you'll be unlocking most of your arsenal, from cars to parts to Repair Markers that allow you to restore your vehicle without spending your precious dough.

The ultimate objective in every event is not just to win, but to Dominate. This means that it's not enough just to come in first. You can if that's what you want, and you'll still move on to the next round. However, only by Dominating an event—by beating target times and gaining bonus event points—can you unlock the game's special rewards.

THE GARAGE



The Garage is where you keep your cars and modify them just the way you like them. Buy parts, fine-tune your ride, and save it all to a Blueprint for easy recall. You can save multiple Blueprints, so you can use different customizations of the same car for different situations.

RACE DAY







This is where you can create your custom events! There are two types of Race Days to choose from: Custom and Freestyle. Freestyle lets you choose from pre-defined locales and race sets featured in the game. Custom allows you to mix and match locales and racetracks. You can even define race types for any track that you choose. Put together your dream competition, then race it with friends or online!

QUICK MATCH

Quick Match is for people who wish to jump into an online versus race with the least amount of hassle. You can choose a Ranked or Unranked match, and play in Custom or Freestyle Race Days.

LEADERBOARDS

Think you're the best? Leaderboards are where you can prove it. Do well enough on a Race Day—beat the record of your choice—and your name shows up on these boards to let everyone know that you're the business.

SHARING

In *Need For Speed ProStreet*, you can share car blueprints or Race Days with online friends. Let them race in the car or events that you've designed. Use your imagination and exchange ideas. Shared Race Days gain their own separate, private leaderboards, and shared blueprints become ranked online.

OPTIONS

Use the Options menu to customize your *ProStreet* experience to your liking, or just browse the additional content. Here's what you can find:

Audio: Adjust the volume of all sound variables, including background music, sound effects, or your car's engine.

Video: Adjust the brightness.

Autosave: Instruct the game to save after every option or status change, every purchase, every victory, and every defeat.

Gameplay: Adjust measurement units, HUD options for specific race types, intensity of force feedback, and Assists for each player's skill level.

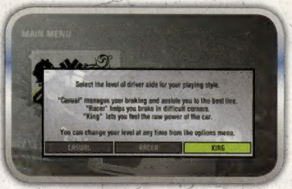
Controls: Choose from different controls profiles to find the setup that works best for you.

Interface: Change universal HUD options.

EA Trax™ Jukebox: Check out the game's soundtrack.

Credits: Take a look at the fine EA employees who put their sweat and tears into crafting this title.

ASSISTS



Thanks to the addition of simulation aspects to *Need For Speed ProStreet*, the Driver Assists were created so that people used to the arcade-style racing of the earlier *Need For Speed* installments can ease their way into *ProStreet*'s shoes, and still drive like pros from minute one.

There are three Assists that the player can choose from:

Casual: If you're new to racing games, pick this mode. The game manages your car's speed and braking during turns for you, all in the name of keeping your car safe and on the road with as little damage as possible. It also slows down the computer AI competition so that you can keep up.

Racer: Are you a veteran of the high-speed arcade racing action of earlier *Need For Speed* titles, but just a little confused by *ProStreet*'s new racing approach? Use this mode to be able to race at your best speeds down straight paths. The only computer manipulation to be had here is for braking during very sharp turns.

King: If you're already familiar with both simulation-type racing games and arcade-style racers, then you're ready to experience the full power of whatever car you race in *ProStreet*. This essentially turns off all automatic control over your car (except automatic transmission), and lets your AI opponents race at their full potential. Strive to become good enough to pick this mode to race with at all times.

Why strive to be a King? The other two modes, while great for beginners, can interfere with getting the best lap times possible. As you learn your car's controls and the tracks, you'll be able to determine how to turn and manage your speed in King Mode. The best control is total control.

RACE MODES

Need For Speed ProStreet pays a bit more attention to racing detail, theory, and physics than previous installments in the franchise. Therefore, here's a rundown of what to expect in each one, and general tips on how to excel.

GRIP



Grip races are straight-up competition races against other cars. He (or she) who is fastest, wins, so long as the ride isn't totaled in the process.

Although gaining the best lap time is important, even more important is the position of the other cars. To maintain a lead, watch your back and make sure no cars overtake you.

If you fall behind, do your best to drive directly behind the car in front of you so as to take advantage of the effects of drafting. Use the resulting increase in speed to then "slingshot" past the leading car.

Be the fastest on the turns and take shortcuts whenever possible. Still, don't push yourself too hard. Remember that your sole goal is to cross the finish line ahead of the other cars.

SECTOR SHOOTOUT



This unique race type splits the track up into parts, or "sectors." A timer counts down as you race, and for completing each sector, you gain a certain amount of points based on your time. Your objective is to best the times of the other racers on each sector. Don't worry about getting physically ahead of the pack—just get ahead in the sense of time and point total.

It's possible to Dominate the Sector Shootout by gaining the best time on all of the track's sectors. Do so to gain a massive point bonus, pretty much ensuring victory.

TIME ATTACK



Time Attack is like Sector Shootout, only it involves the entire course. Like Sector Shootout, your physical place among the other cars doesn't matter, especially since they start ahead of you anyway. Your objective is simply to own the best lap time for the course you're racing on. Hit the lap as fast as possible, and if someone posts a record time, beat it before the race ends to come in first.

SPEED CHALLENGE



Speed Challenge is, as the name suggests, a high-speed race along a (relatively) straight track. Unlike Drag, this is an extended race along territory that can be uneven and contain hazards.

Therefore, your main priority is making sure not to total your car before you finish the race. Anyone can slam on the

gas pedal, but it takes a true racer to maintain control at the super-high speeds that slamming on said gas pedal will yield.

DRIFT



Drift once again returns in *Need For Speed*, but this time, it's all about your technique. Speed will get you bonus points, but maintaining the drift and staying on the track are what get you your base points.

DRIFT TECHNIQUES

JUST HOW DOES ONE DRIFT, AND DRIFT WELL? THESE ARE THE THREE FUNDAMENTAL TECHNIQUES ESSENTIAL TO HIGH SCORES IN ANY DRIFT EVENT:

POWER OVER—USE THE NATURAL POWER OF THE CAR TO INTRODUCE TRACTION LOSS ON YOUR REAR TIRES. WHEN APPROACHING A CORNER, SHIFT THE WEIGHT OF YOUR CAR IN THE OPPOSITE DIRECTION, THEN HAMMER ON THE THROTTLE AND STEER INTO THE CORNER TO INITIATE THE DRIFT. AS SOON AS YOU REACH YOUR DESIRED DRIFT ANGLE, KEEP THE THROTTLE PINNED AND COUNTERSTEER.

CLUTCH KICK—WHEN APPROACHING A CORNER, TURN THE CAR HARD INTO THE CORNER AND TAP THE CLUTCH SEVERAL TIMES TO INITIATE TRACTION LOSS ON YOUR REAR TIRES. AS SOON AS YOU REACH YOUR DESIRED DRIFT ANGLE KEEP THE THROTTLE PINNED AND COUNTERSTEER. (NOTE: CLUTCH IS NOT AVAILABLE ON THE WII.)

E-BRAKE DRIFT—WHEN APPROACHING A CORNER TURN THE CAR HARD INTO THE CORNER, AND TAP THE EMERGENCY BRAKE SEVERAL TIMES TO INITIATE TRACTION LOSS ON YOUR REAR TIRES. AS SOON AS YOU REACH YOUR DESIRED DRIFT ANGLE, KEEP THE THROTTLE PINNED AND COUNTERSTEER.

There are four bonus point awards you can get during your drifting run:

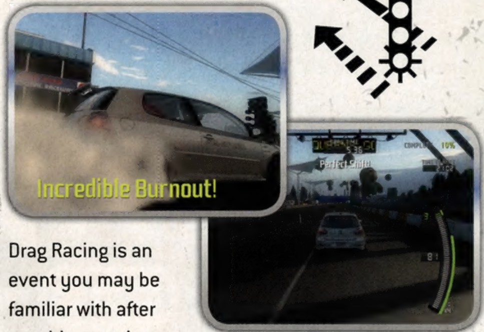
Long Drift Bonus (Stay in a drift for an extended amount of time.)

High-Speed Drift Bonus (Stay in a drift while maintaining a high speed.)

Nitrous-Initiated Drift Bonus (Begin a drift with a nitrous boost just before your slide.)

Stayed on Track Bonus (Awarded for not leaving the drivable surface during the drift run.)

DRAG



Drag Racing is an event you may be familiar with after watching movies. From a full stop, you see how fast you can go down a straight and narrow road. Outside of the stop-and-start structure of this race, there are no rules.



There are two phases. In the first phase, you gain enough grip on the road by "burning out" your tires while in a braked position. The second phase is the race itself. Shift your gears at the right time and tear down the track, leaving your opponent in the dust!

THE WHEELIE CHALLENGE

WHEN FACING KAROL MONROE, THE DRAG KING, YOU'LL TAKE PART IN A WHEELIE DRAG CHALLENGE. IT'S JUST WHAT YOU THINK: YOU MUST KEEP THE NOSE OF YOUR CAR IN THE AIR FOR AS LONG AS POSSIBLE. TO DO THIS, YOU MUST UPGRADE A HIGH-HORSEPOWER, REAR-WHEEL DRIVE CAR TO THE BEST OF YOUR ABILITY (WE'RE TALKING TIER 3 OR BETTER PARTS). WHEN THE CHALLENGE STARTS, IT'S ALL ABOUT TIMING YOUR SHIFTS AND NITROUS (NITRO) TO KEEP THE FRONT WHEELS UP. PRACTICE REPEATING THESE ACTIONS AS FAST AS POSSIBLE SO YOU CAN KEEP THE CAR FAST, HOT, AND ROLLING, AND YOU'LL ACE THE EVENT. GOOD LUCK!

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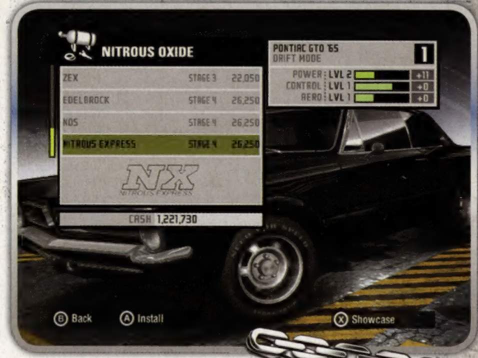
DRIVING ESSENTIALS

NITROUS

In *ProStreet*, before you can use your Nitrous, you've got to earn it. When you get some cash, go ahead and buy some for the car of your choice. The higher the tier of Nitrous you buy, the more charges come with it. (Many stock tuning Blueprints come with a set number of charges—usually one, sometimes two.)

Once it's installed, you can check how much Nitrous you have on the lower right corner of your HUD. You can't use Nitrous charges one after another: After you use one, you must wait for a meter to charge before you can use another.

How you use your Nitrous is up to you. It can be used off the starting line to get into the middle gears quickly, or it can be used to push your ride into new top speeds. With so many racing types in *ProStreet*, Nitrous usage involves more strategy than ever before.



DRAFTING



Drafting is the process of driving behind another vehicle, and allowing the resulting decreased wind resistance to boost your speed. Then you overtake the driver ahead of you at your best opportunity. Used by bicyclists and professional race drivers the world over, you too can now take advantage of this technique in *Need For Speed: ProStreet*.

In Grip races, this technique is essential, especially when jockeying for first place with a pesky car. Just remember that opponents can pull the same maneuver on you as well!

RACING THEORY 101

The first rule of improving your racing skills is to practice. There is no substitute for this. Practice repeatedly; practice consistently. The more you practice, the more acquainted you'll become with both your cars and the game's tracks. In the end, you'll be a much better driver for it.

This section is here to *help* you practice. Let's get started.



AUTOMATIC VS. MANUAL

In the game, automatic transmissions work the same way as they do in real life. When you hit a given RPM, the transmission gears up or down accordingly.

Manual transmissions also work in the game as they do in real life. It's a steep learning curve, but once shifting becomes second nature, you have greater control over your transmission and can be faster on the track.

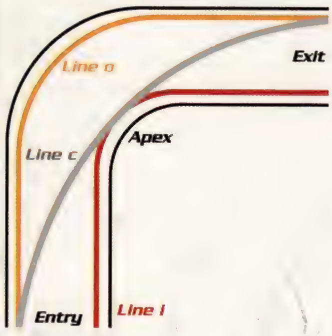
Try racing with an automatic transmission for a while until you're comfortable with the controls, car handling, and race events. Fewer distractions make it easier to concentrate on winning. With one exception (the Drag Races, which depend on perfectly timed manual shifts for victory), you can play though the entire game without having to switch from an automatic transmission, so don't feel pressured to change to a manual.

BRAKING

Skillful use of the brake undoubtedly makes you a better racer. Every racer should have a working knowledge of and experience with several braking techniques.

First, note that sometimes the best braking tactic is just to let off the gas—the resulting reduction in speed is often enough to get around most gentle curves safely.

Now down to the nitty-gritty: Every corner is divided into three segments: the turn entry (or entry straight), the apex at the inside of the corner, and the turn exit (sometimes referred to as an exit chute). Learn to recognize these segments in every corner to master the essential art of technical braking that will help you win more of your races.



STRAIGHT-LINE BRAKING



This principle is the Holy Grail of braking: Always brake the hardest when traveling in a straight line before a turn entry. This technique separates cornering into two logical components: braking and turning. In other words, brake *before* you turn the wheels.

Any angle in the wheels at all could force your car into an understeer or oversteer condition (or worse, an uncontrolled drift) given sufficient speed. Learn the threshold of your car's brakes to anticipate just how hard to brake without losing traction. When approaching a corner, apply the brakes to near maximum in the straight section immediately in front of the corner entry. When you're at the turn apex, release the brakes and accelerate to rip out of the turn's exit.

TRAIL BRAKING



This much more advanced cousin of straight-line braking is difficult to learn and even harder to master. It involves delaying braking until you are past the turn entry and then continuing to brake through the turn to the apex, where you begin to accelerate out of the remainder of the corner.

As opposed to straight-line braking, trail braking doesn't split up the technique into braking and cornering. Instead, it overlaps them—the driver brakes and corners at the same time to allow for a higher turn entry speed. Using this technique involves a whole heap of physics that we don't cover here, but if it's done correctly, it's very effective.

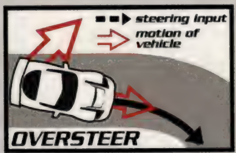
Essentially, the trick is to not force your car to drift while braking through the turn. Learn your car's handling well enough to know its braking threshold so you know how hard to brake without causing it to understeer and slide into the far wall or even worse, right through a roadside barrier. Furthermore, trail braking will benefit your performance little if used on occasional corners. It's more of a "big picture" benefit that, if applied to every turn on a track, can pare seconds off your lap time.

ENGINE BRAKING

On manual transmissions, gearing down once slows the engine and decreases the vehicle's speed. Excessive downshifting over-revs the engine, dramatically reducing speed and adding costly seconds to the overall lap time. Engine braking is sometimes favored by racers who want a bit of extra torque coming out of a turn, but here's a word of warning: Each car's optimal exit gears, the track, and turn conditions make this a highly variable technique. Generally, gear down just once or twice, while letting off the throttle, to slow down before a turn.

OVERSTEER VS. UNDERSTEER

It's common to experience two conditions on the race track when driving a high-performance vehicle: oversteer and understeer.



In an oversteer, the rear of the car slides out in the direction of travel. The front wheels are tracking properly, but the rear of the car skids to one side. A controlled oversteer is often useful in taking the tightest line through a course (oversteer always slides the rear of the car to the outside of a curve). But when the rear of the car loses traction uncontrollably, you can go into a spin. Correct an oversteer by adding more throttle and steering in the direction of the skid. That adds more weight and force to the car's rear and straightens it out.



In an understeer, the front wheels are not guiding the car effectively. They have lost the traction needed to pull the car around a corner. In this case, the car generally goes straight into the wall or off the road, no matter how much the front wheels are turned. The car simply cannot turn at the rate the front wheels are turning and plows off the roadway. To correct yourself, slow down and return more weight to the front of the vehicle. But be cautious, because the car will tend to "grab" the road suddenly when the understeer condition ends, possibly throwing the rear into an oversteer condition. This is called fishtailing. An understeer is often more hazardous than an oversteer.

RACING LINES



Racing lines are imaginary lines on the track that follow the safest route or produce the fastest time through a course. In *ProStreet*,

these can be turned on in the options menu, and appear when turns come up. The lines are dynamic: not only do they show the best turning line on both an entry and exit level, but they turn red when your car needs to slow down, and green when it's all right to speed up again. They are a good guide to handling turns, especially when you're racing on King level—but remember that they are only a guide. Good cornering performance is still up to you.

RIGHT-ANGLE TURNS

Taking a right-angle turn requires a good balance between entry and exit speeds, and the racing line passes evenly near the apex. There are more of these corners in the game than any other type. Experiment in time trials to find the best line through them.

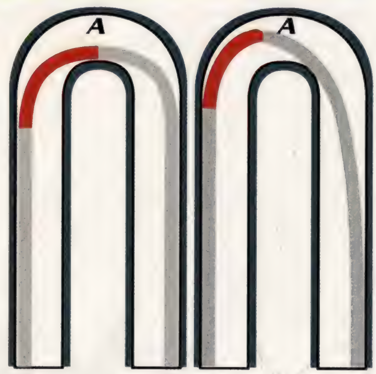
TIP

"SLOW IN, FAST OUT." MAKE THIS YOUR BRAKING MANTRA AND CHANT IT OVER AND OVER IN YOUR HEAD. THE SOONER YOU SLOW DOWN BEFORE TAKING A TURN, THE FASTER YOU CAN ACCELERATE COMING OUT OF IT. USING THIS TECHNIQUE SAVES PRECIOUS SECONDS OF LAP TIME BY PREVENTING UNCONTROLLED SLIDES OR DISASTROUS COLLISIONS. ITS NATURAL OPPOSITE—FAST IN, SLOW OUT—IS A TERRIBLE RACING "TECHNIQUE" COMMONLY EXECUTED BY INEXPERIENCED DRIVERS.

NOTE

THE "OUTSIDE-TO-OUTSIDE" PRINCIPLE THAT GOVERNS CORNERING AT A RIGHT-ANGLE TURN APPLIES TO MOST OTHER TYPES OF CORNERS AS WELL. FOR THE FASTEST CORNERING SPEEDS, APPROACH THE TURN ENTRY FROM THE OUTSIDE OF THE CORNER, PASS AS CLOSE TO THE INSIDE OF THE TURN APEX AS POSSIBLE, AND THEN MOVE TO THE OUTSIDE OF THE EXIT CHUTE WHEN FINISHING THE CORNER.

180-DEGREE TURNS (HAIRPINS)



Hairpin turns generally have two accepted lines, based on circumstances and objectives. For safety (low-risk cornering), the easiest line to execute is the one that hugs the apex all the way around the inside of the corner, keeping wide on both the turn entry and exit.

The more challenging line is also the fastest, but you must practice this one much more than the standard line. Start at the center of the turn entry, move to a late apex curve along the outside edge of the turn when you pass the middle of the corner, and then follow the outside through the exit chute. You should blast out of the corner, still along the outside edge, while maximizing your exit speed.

CHICANES

Chicanes create a horizontal diversion in the track. Treat them as S-turns with a narrower path between apexes. In city driving, chicanes are used to divert the path of travel and shift



it sideways. On closed circuits, they are a short, tight challenge at high speed.

Chicanes get even more complicated when elevation changes are thrown into the mix. Try to make a straight line through them, from inside line to inside line. The straighter your line is while passing through, the faster your exit speed can be.

DECREASING AND INCREASING RADIUS TURNS



Decreasing turns start with a wider radius and become tighter as the corner continues. These corners are possibly the most challenging in terms of maintaining proper alignment and speed throughout. They are also the most frequent cause of spins and collisions with the outer guard rail at the turn exit.

The best option is to cut in close to the inside, near the turn apex, earlier rather than later in the corner, then move to the outside of the turn exit as you come out of the corner, applying full throttle as you exit the chute.

In contrast, increasing turns become wider in radius as the corner progresses past the apex. These corners are commonly approached with an early apex technique. Brake and corner early, and keep the car tight to the apex as you exit the chute. This allows for taking full advantage of the straightening out of the track near the exit of the turn.

DOUBLE APEXES



Double apexes can be treated like hairpin corners. The exception here is that they have a short straightaway between entry and exit, effectively separating the turn into two parts, or apexes. Your decision to follow one line or another is based on track conditions before and after the double apex. More specifically, determine how you want (or are able) to enter and exit the turn.

A COLLECTORS GUIDE TO CARS



There are sixty cars for you to collect in *ProStreet*, from affordable sedans to souped-up, top-of-the-line racing machines. What car you use comes down to a combination of skill, preference, appearance, and the occasional need to flaunt your superiority (it's one thing to dominate; it's quite another to dominate in a Honda Civic).

For ease of reference, we've listed the vital statistics for each car here, making it easy to compare and contrast them at a glance.

All statistics listed apply expressly to the version of the stock car shown on the "storeroom floor"; that is, the version shown when you're selecting your new ride from the Car Lot menu. When you choose a mode for the car, an appropriate blueprint is immediately applied upon the car's arrival in your garage, slightly adjusting the car's stats.

LEGEND

Tier:	The tier that a stock version of the car will occupy. All cars can be upgraded to Tier 3 using store-bought parts, and to Tier 4 using parts you win by racing.
Stock Cost:	The cost to buy the car from the car lot.
Drivetrain:	The type of drivetrain the car is equipped with, which affects what kind of steering the car has. This cannot be changed with upgrades. Front- and All-Wheel Drive cars cannot drift, and thus Drift Mode versions of the stock car are not available.
Horsepower:	How many horses the car has under the hood, measured in Brake Horsepower (BHP) determined by the engine's torque.
Torque:	The engine's sheer power, measured in foot-pounds (ft lbs).
Top Speed:	The car's top speed.
0-60 MPH:	The time in seconds it takes the car to hit 60 MPH from a standing start under ideal conditions.
0-100 MPH:	The time in seconds it takes the car to hit 100 MPH from a standing start under ideal conditions.
Minimum Power:	The absolute minimum possible Power for this car. Typically, this is the car's stock Power stat, listed on a scale from 1 to 10.
Maximum Power:	The absolute maximum possible Power for this car, given the best possible tweaks and upgrades.
Minimum Aero:	The absolute minimum possible Aero for this car. Typically, this is the car's stock Aero stat, listed on a scale from 1 to 10.
Maximum Aero:	The absolute maximum possible Aero for this car, given the best possible tweaks and upgrades.
Minimum Handling:	The absolute minimum possible Handling for this car. Typically, this is the car's stock Handling stat, listed on a scale from 1 to 10.
Maximum Handling:	The absolute maximum possible Handling for this car, given the best possible tweaks and upgrades.
Minimum Traction:	The absolute minimum possible Traction for this car. Typically, this is the car's stock Traction stat, listed on a scale from 1 to 10.
Maximum Traction:	The absolute maximum possible Traction for this car, given the best possible tweaks and upgrades.
Minimum Stability:	The absolute minimum possible Stability for this car. Typically, this is the car's stock Stability stat, listed on a scale from 1 to 10.
Maximum Stability:	The absolute maximum possible Stability for this car, given the best possible tweaks and upgrades.
Minimum Control:	The absolute minimum possible Control for this car. Typically, this is the car's stock Control stat, listed on a scale from 1 to 10. Note that cars without rear wheel drive don't have a Drift Mode available, and as such, their Control is not listed. (The car still has a Control stat of sorts, but you cannot specifically work to raise it via upgrades.)
Maximum Control:	The absolute maximum possible Control for this car, given the best possible tweaks and upgrades. Note that cars without rear wheel drive don't have a Drift Mode available, and as such, their Control is not listed.

NOTE

All the numbers used in this section are approximations based on data obtained from Electronic Arts, to be used as a yardstick for your purchases and upgrades.

NOTE

If a car's value in a given area is rated as zero, that means it is ranked as low as it's possible to get in that area.

THE CARS

ACURA INTEGRA

TIER: 1 | STOCK COST: 18,000

DRIVETRAIN: FRONT-WHEEL DRIVE
HORSEPOWER: 140 BHP @ 6,740 RPM
TORQUE: 124 FT LBS @ 4,640 RPM

TOP SPEED: 120 MPH
0–60 MPH: 7.6 SECONDS
0–100 MPH: 16.5 SECONDS

Minimum	Maximum
MINIMUM POWER: 0.32	MAXIMUM POWER: 3.99
MINIMUM AERO: 0.73	MAXIMUM AERO: 7.94
MINIMUM HANDLING: 0.96	MAXIMUM HANDLING: 5.42
MINIMUM TRACTION: 0.99	MAXIMUM TRACTION: 5.08
MINIMUM STABILITY: 0.92	MAXIMUM STABILITY: 5.78
MINIMUM CONTROL: N/A	MAXIMUM CONTROL: N/A



ONLY ON PC, XBOX 360, & PS3

ACURA INGRA TYPE R

TIER: 2 | STOCK COST: 24,000

DRIVETRAIN: FRONT-WHEEL DRIVE
HORSEPOWER: 195 BHP @ 8,291 RPM
TORQUE: 129 FT LBS @ 5,794 RPM

TOP SPEED: 143 MPH
0–60 MPH: 6.2 SECONDS
0–100 MPH: 14.1 SECONDS

Minimum	Maximum
MINIMUM POWER: 0.68	MAXIMUM POWER: 4.30
MINIMUM AERO: 2.36	MAXIMUM AERO: 8.16
MINIMUM HANDLING: 3.01	MAXIMUM HANDLING: 5.82
MINIMUM TRACTION: 2.15	MAXIMUM TRACTION: 5.41
MINIMUM STABILITY: 2.86	MAXIMUM STABILITY: 5.84
MINIMUM CONTROL: N/A	MAXIMUM CONTROL: N/A



ONLY ON PC, XBOX 360, & PS3

ACURA NSX

TIER: 3 STOCK COST: 70,000*

DRIVETRAIN: REAR-WHEEL DRIVE
HORSEPOWER: 290 BHP @ 7,390 RPM
TORQUE: 224 FT LBS @ 4,325 RPM

TOP SPEED:	165 MPH
0-60 MPH:	4.8 SECONDS
0-100 MPH:	9.2 SECONDS

Minimum	Maximum
MINIMUM POWER: 1.79	MAXIMUM POWER: 5.28
MINIMUM AERO: 3.93	MAXIMUM AERO: 8.28
MINIMUM HANDLING: 4.13	MAXIMUM HANDLING: 6.15
MINIMUM TRACTION: 2.84	MAXIMUM TRACTION: 10
MINIMUM STABILITY: 4.22	MAXIMUM STABILITY: 6.52
MINIMUM CONTROL: 3.24	MAXIMUM CONTROL: 5.50



* Vehicle is available to purchase for players who download the collectors edition of *ProStreet*.

ACURA RSX

TIER: 1 STOCK COST: 21,000*

DRIVETRAIN: FRONT-WHEEL DRIVE
HORSEPOWER: 155 BHP @ 6,500 RPM
TORQUE: 135 FT LBS @ 4,272 RPM

TOP SPEED:	125 MPH
0-60 MPH:	7.5 SECONDS
0-100 MPH:	17.8 SECONDS

Minimum	Maximum
MINIMUM POWER: 1.26	MAXIMUM POWER: 3.73
MINIMUM AERO: 2.14	MAXIMUM AERO: 8.13
MINIMUM HANDLING: 1.75	MAXIMUM HANDLING: 5.34
MINIMUM TRACTION: 2.06	MAXIMUM TRACTION: 5.07
MINIMUM STABILITY: 1.10	MAXIMUM STABILITY: 5.07
MINIMUM CONTROL: N/A	MAXIMUM CONTROL: N/A



* Vehicle is available to purchase for players who download the collectors edition of *ProStreet*.

AUDI RS4

TIER: 2 STOCK COST: 66,000*

DRIVETRAIN: ALL-WHEEL DRIVE
HORSEPOWER: 420 BHP @ 8,250 RPM
TORQUE: 316 FT LBS @ 4,625 RPM

TOP SPEED:	155 MPH
0-60 MPH:	4.7 SECONDS
0-100 MPH:	11.2 SECONDS

Minimum	Maximum
MINIMUM POWER: 3.10	MAXIMUM POWER: 6.06
MINIMUM AERO: 3.21	MAXIMUM AERO: 8.92
MINIMUM HANDLING: 2.86	MAXIMUM HANDLING: 6.61
MINIMUM TRACTION: 3.86	MAXIMUM TRACTION: 6.43
MINIMUM STABILITY: 2.99	MAXIMUM STABILITY: 7.00
MINIMUM CONTROL: N/A	MAXIMUM CONTROL: N/A



* Vehicle is available to purchase for players who download the collectors edition of *ProStreet*.

AUDI S3

TIER: 2 | STOCK COST: 36,000

DRIVETRAIN: ALL-WHEEL DRIVE
HORSEPOWER: 265 BHP @ 6,750 RPM
TORQUE: 258 FT LBS @ 3,460 RPM

TOP SPEED: 155 MPH
0-60 MPH: 5.3 SECONDS
0-100 MPH: 12.9 SECONDS

MINIMUM	MAXIMUM
MINIMUM POWER: 1.84	MAXIMUM POWER: 4.84
MINIMUM AERO: 3.21	MAXIMUM AERO: 7.83
MINIMUM HANDLING: 3.21	MAXIMUM HANDLING: 5.86
MINIMUM TRACTION: 3.65	MAXIMUM TRACTION: 6.07
MINIMUM STABILITY: 3.30	MAXIMUM STABILITY: 6.05
MINIMUM CONTROL: N/A	MAXIMUM CONTROL: N/A



AUDI S4

TIER: 2 | STOCK COST: 40,000

DRIVETRAIN: ALL-WHEEL DRIVE
HORSEPOWER: 340 BHP @ 7,129 RPM
TORQUE: 302 FT LBS @ 3,360 RPM

TOP SPEED: 155 MPH
0-60 MPH: 4.8 SECONDS
0-100 MPH: 13.8 SECONDS

MINIMUM	MAXIMUM
MINIMUM POWER: 2.54	MAXIMUM POWER: 6.03
MINIMUM AERO: 3.21	MAXIMUM AERO: 8.66
MINIMUM HANDLING: 3.49	MAXIMUM HANDLING: 5.84
MINIMUM TRACTION: 3.70	MAXIMUM TRACTION: 6.02
MINIMUM STABILITY: 3.57	MAXIMUM STABILITY: 6.05
MINIMUM CONTROL: N/A	MAXIMUM CONTROL: N/A



AUDI TT 3.2 QUATTRO

TIER: 2 | STOCK COST: 45,000

DRIVETRAIN: ALL-WHEEL DRIVE
HORSEPOWER: 250 BHP @ 6,239 RPM
TORQUE: 236 FT LBS @ 2,633 RPM

TOP SPEED: 157 MPH
0-60 MPH: 5.4 SECONDS
0-100 MPH: 12.6 SECONDS

MINIMUM	MAXIMUM
MINIMUM POWER: 1.62	MAXIMUM POWER: 5.14
MINIMUM AERO: 3.21	MAXIMUM AERO: 8.42
MINIMUM HANDLING: 2.87	MAXIMUM HANDLING: 6.30
MINIMUM TRACTION: 3.29	MAXIMUM TRACTION: 6.73
MINIMUM STABILITY: 2.99	MAXIMUM STABILITY: 7.00
MINIMUM CONTROL: N/A	MAXIMUM CONTROL: N/A



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BMW M3 E46

TIER: 3 — STOCK COST: 38,000

DRIVETRAIN: REAR-WHEEL DRIVE
HORSEPOWER: 333 BHP @ 7,938 RPM
TORQUE: 262 FT LBS @ 4,766 RPM

TOP SPEED:	155 MPH
0-60 MPH:	4.8 SECONDS
0-100 MPH:	11.6 SECONDS

Minimum	Maximum
MINIMUM POWER: 2.35	MAXIMUM POWER: 6.40
MINIMUM AERO: 2.90	MAXIMUM AERO: 9.17
MINIMUM HANDLING: 3.97	MAXIMUM HANDLING: 6.20
MINIMUM TRACTION: 2.44	MAXIMUM TRACTION: 8.09
MINIMUM STABILITY: 3.91	MAXIMUM STABILITY: 6.46
MINIMUM CONTROL: 3.63	MAXIMUM CONTROL: 5.33



BMW M3 E92

TIER: 3 — STOCK COST: 59,000

DRIVETRAIN: REAR-WHEEL DRIVE
HORSEPOWER: 420 BHP @ 8,217 RPM
TORQUE: 295 FT LBS @ 4,800 RPM

TOP SPEED:	155 MPH
0-60 MPH:	4.8 SECONDS
0-100 MPH:	8.6 SECONDS

Minimum	Maximum
MINIMUM POWER: 2.98	MAXIMUM POWER: 4.45
MINIMUM AERO: 3.22	MAXIMUM AERO: 8.93
MINIMUM HANDLING: 3.90	MAXIMUM HANDLING: 4.73
MINIMUM TRACTION: 2.32	MAXIMUM TRACTION: 7.62
MINIMUM STABILITY: 3.92	MAXIMUM STABILITY: 6.67
MINIMUM CONTROL: 4.35	MAXIMUM CONTROL: 5.77



BMW Z4 M COUPE

TIER: 3 — STOCK COST: 50,000

DRIVETRAIN: REAR-WHEEL DRIVE
HORSEPOWER: 343 BHP @ 7,930 RPM
TORQUE: 268 FT LBS @ 4,485 RPM

TOP SPEED:	155 MPH
0-60 MPH:	4.7 SECONDS
0-100 MPH:	9.3 SECONDS

Minimum	Maximum
MINIMUM POWER: 2.27	MAXIMUM POWER: 5.16
MINIMUM AERO: 3.21	MAXIMUM AERO: 8.39
MINIMUM HANDLING: 4.22	MAXIMUM HANDLING: 7.19
MINIMUM TRACTION: 2.52	MAXIMUM TRACTION: 7.07
MINIMUM STABILITY: 4.05	MAXIMUM STABILITY: 7.40
MINIMUM CONTROL: 3.36	MAXIMUM CONTROL: 4.75

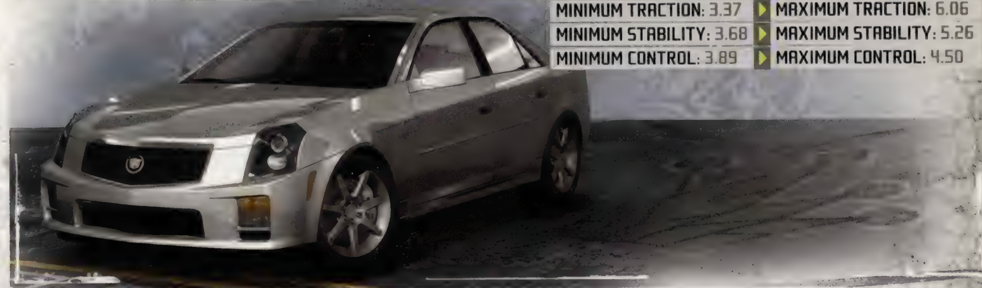


ONLY ON PC, XBOX 360, & PS3

CADILLAC CTS-V

TIER: 3 | STOCK COST: 39,000

DRIVETRAIN: REAR-WHEEL DRIVE	TOP SPEED: 155 MPH	MINIMUM POWER: 3.20	MAXIMUM POWER: 4.56
HORSEPOWER: 400 BHP @ 6,500 RPM	0-60 MPH: 4.9 SECONDS	MINIMUM AERO: 4.31	MAXIMUM AERO: 5.04
TORQUE: 396 FT LBS @ 3,349 RPM	0-100 MPH: 9.2 SECONDS	MINIMUM HANDLING: 3.55	MAXIMUM HANDLING: 4.67
		MINIMUM TRACTION: 3.37	MAXIMUM TRACTION: 6.06
		MINIMUM STABILITY: 3.68	MAXIMUM STABILITY: 5.26
		MINIMUM CONTROL: 3.89	MAXIMUM CONTROL: 4.50



CHEVROLET CAMARO CONCEPT

TIER: 3 | STOCK COST: 50,000

DRIVETRAIN: REAR-WHEEL DRIVE	TOP SPEED: 180 MPH	MINIMUM POWER: 3.46	MAXIMUM POWER: 6.43
HORSEPOWER: 400 BHP @ 6,437 RPM	0-60 MPH: 4.9 SECONDS	MINIMUM AERO: 5.00	MAXIMUM AERO: 6.32
TORQUE: 400 FT LBS @ 3,017 RPM	0-100 MPH: 8.7 SECONDS	MINIMUM HANDLING: 4.20	MAXIMUM HANDLING: 5.49
		MINIMUM TRACTION: 2.16	MAXIMUM TRACTION: 8.60
		MINIMUM STABILITY: 4.35	MAXIMUM STABILITY: 5.59
		MINIMUM CONTROL: 1.96	MAXIMUM CONTROL: 3.92

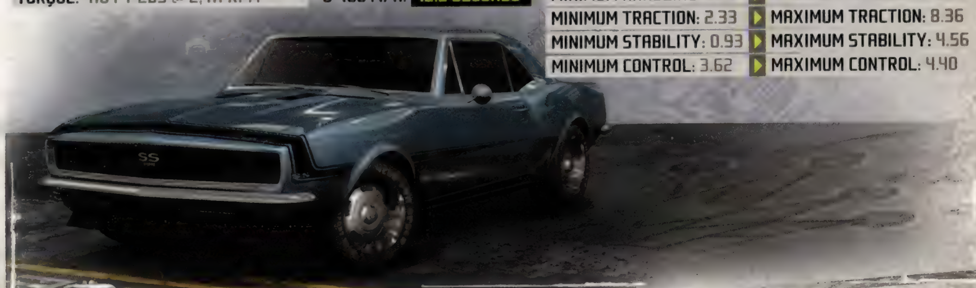


ONLY ON PC, XBOX 360, & PS3

CHEVROLET CAMARO SS

TIER: 1 | STOCK COST: 40,000

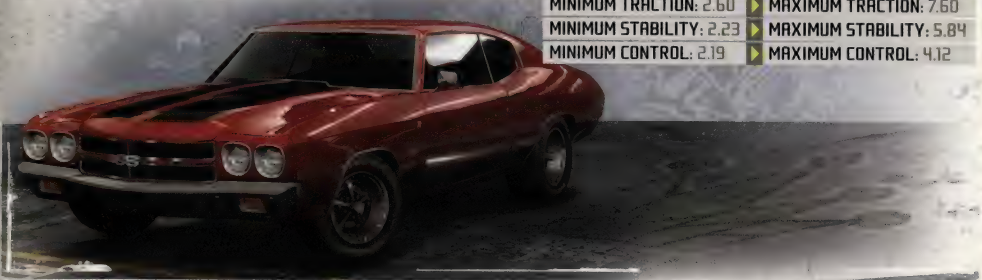
DRIVETRAIN: REAR-WHEEL DRIVE	TOP SPEED: 121 MPH	MINIMUM POWER: 3.07	MAXIMUM POWER: 5.32
HORSEPOWER: 325 BHP @ 5,600 RPM	0-60 MPH: 6.0 SECONDS	MINIMUM AERO: 0.80	MAXIMUM AERO: 6.43
TORQUE: 410 FT LBS @ 2,411 RPM	0-100 MPH: 12.2 SECONDS	MINIMUM HANDLING: 1.05	MAXIMUM HANDLING: 4.69
		MINIMUM TRACTION: 2.33	MAXIMUM TRACTION: 8.36
		MINIMUM STABILITY: 0.93	MAXIMUM STABILITY: 4.56
		MINIMUM CONTROL: 3.62	MAXIMUM CONTROL: 4.40



CHEVROLET CHEVELLE SS

TIER: 2 | STOCK COST: 33,000

DRIVETRAIN: REAR-WHEEL DRIVE	TOP SPEED: 130 MPH	MINIMUM POWER: 4.33	MAXIMUM POWER: 7.91
HORSEPOWER: 450 BHP @ 5,448 RPM	0-60 MPH: 6.1 SECONDS	MINIMUM AERO: 1.43	MAXIMUM AERO: 8.17
TORQUE: 499 FT LBS @ 3,046 RPM	0-100 MP: 12.4 SECONDS	MINIMUM HANDLING: 2.66	MAXIMUM HANDLING: 6.03
		MINIMUM TRACTION: 2.60	MAXIMUM TRACTION: 7.60
		MINIMUM STABILITY: 2.23	MAXIMUM STABILITY: 5.84
		MINIMUM CONTROL: 2.19	MAXIMUM CONTROL: 4.12



CHEVROLET COBALT SS

TIER: 2 | STOCK COST: 27,000

DRIVETRAIN: FRONT WHEEL DRIVE	TOP SPEED: 140 MPH	MINIMUM POWER: 1.15	MAXIMUM POWER: 2.99
HORSEPOWER: 205 BHP @ 6,500 RPM	0-60 MPH: 6.1 SECONDS	MINIMUM AERO: 1.99	MAXIMUM AERO: 8.25
TORQUE: 200 FT LBS @ 4,224 RPM	0-100 MPH: 12.0 SECONDS	MINIMUM HANDLING: 2.61	MAXIMUM HANDLING: 6.12
		MINIMUM TRACTION: 2.04	MAXIMUM TRACTION: 3.97
		MINIMUM STABILITY: 2.04	MAXIMUM STABILITY: 3.97
		MINIMUM CONTROL: N/A	MAXIMUM CONTROL: N/A



CHEVROLET CORVETTE '67

TIER: 2 | STOCK COST: 60,000

DRIVETRAIN: REAR-WHEEL DRIVE	TOP SPEED: 130 MPH	MINIMUM POWER: 3.75	MAXIMUM POWER: 6.65
HORSEPOWER: 390 BHP @ 5,448 RPM	0-60 MPH: 5.7 SECONDS	MINIMUM AERO: 1.43	MAXIMUM AERO: 6.90
TORQUE: 460 FT LBS @ 3,307 RPM	0-100 MPH: 12.6 SECONDS	MINIMUM HANDLING: 3.36	MAXIMUM HANDLING: 6.08
		MINIMUM TRACTION: 3.14	MAXIMUM TRACTION: 8.82
		MINIMUM STABILITY: 2.85	MAXIMUM STABILITY: 5.85
		MINIMUM CONTROL: 2.89	MAXIMUM CONTROL: 4.96



ONLY ON PC, XBOX 360, & PS3

CHEVROLET CORVETTE C6

TIER: 3 | STOCK COST: 69,000

DRIVETRAIN: REAR-WHEEL DRIVE	TOP SPEED: 186 MPH	
HORSEPOWER: 400 BHP @ 6,500 RPM	0-60 MPH: 4.3 SECONDS	
TORQUE: 400 FT LBS @ 3,160 RPM	0-100 MPH: 7.9 SECONDS	

Minimum	Maximum
MINIMUM POWER: 4.49	MAXIMUM POWER: 7.55
MINIMUM AERO: 6.28	MAXIMUM AERO: 9.99
MINIMUM HANDLING: 5.43	MAXIMUM HANDLING: 7.10
MINIMUM TRACTION: 3.53	MAXIMUM TRACTION: 8.99
MINIMUM STABILITY: 4.59	MAXIMUM STABILITY: 4.64
MINIMUM CONTROL: 3.27	MAXIMUM CONTROL: 5.05



CHEVROLET CORVETTE Z06

TIER: 3 | STOCK COST: 80,000

DRIVETRAIN: REAR-WHEEL DRIVE	TOP SPEED: 198 MPH
HORSEPOWER: 505 BHP @ 6,931 RPM	0-60 MPH: 3.7 SECONDS
TORQUE: 470 FT LBS @ 3,487 RPM	0-100 MPH: 6.8 SECONDS

Minimum	Maximum
MINIMUM POWER: 4.29	MAXIMUM POWER: 6.16
MINIMUM AERO: 6.17	MAXIMUM AERO: 7.36
MINIMUM HANDLING: 5.43	MAXIMUM HANDLING: 7.10
MINIMUM TRACTION: 4.73	MAXIMUM TRACTION: 7.70
MINIMUM STABILITY: 5.68	MAXIMUM STABILITY: 5.76
MINIMUM CONTROL: 3.99	MAXIMUM CONTROL: 5.56



DODGE CHALLENGER R/T

TIER: 2 | STOCK COST: 38,000

DRIVETRAIN: REAR-WHEEL DRIVE	TOP SPEED: 125 MPH
HORSEPOWER: 385 BHP @ 6,800 RPM	0-60 MPH: 5.8 SECONDS
TORQUE: 479 FT LBS @ 3,349 RPM	0-100 MPH: 16.4 SECONDS

Minimum	Maximum
MINIMUM POWER: 4.10	MAXIMUM POWER: 8.91
MINIMUM AERO: 1.09	MAXIMUM AERO: 6.82
MINIMUM HANDLING: 3.68	MAXIMUM HANDLING: 4.97
MINIMUM TRACTION: 2.07	MAXIMUM TRACTION: 8.66
MINIMUM STABILITY: 2.94	MAXIMUM STABILITY: 4.92
MINIMUM CONTROL: 1.88	MAXIMUM CONTROL: 5.38



DODGE CHARGER R/T

TIER: 2 | STOCK COST: 30,000

DRIVETRAIN: REAR-WHEEL DRIVE	TOP SPEED: 133 MPH	MINIMUM POWER: 4.07	MAXIMUM POWER: 7.10
HORSEPOWER: 425 BHP @ 6,931 RPM	0-60 MPH: 5.7 SECONDS	MINIMUM AERO: 1.43	MAXIMUM AERO: 8.34
TORQUE: 480 FT LBS @ 3,418 RPM	0-100 MPH: 14.4 SECONDS	MINIMUM HANDLING: 2.95	MAXIMUM HANDLING: 5.30
		MINIMUM TRACTION: 2.32	MAXIMUM TRACTION: 7.29
		MINIMUM STABILITY: 2.49	MAXIMUM STABILITY: 4.92
		MINIMUM CONTROL: 3.01	MAXIMUM CONTROL: 5.11



DODGE VIPER SRT10

TIER: 3 | STOCK COST: 83,000

DRIVETRAIN: REAR-WHEEL DRIVE	TOP SPEED: 190 MPH	MINIMUM POWER: 4.84	MAXIMUM POWER: 8.51
HORSEPOWER: 410 FT LBS @ 2,411 RPM	0-60 MPH: 3.9 SECONDS	MINIMUM AERO: 5.71	MAXIMUM AERO: 9.12
TORQUE: 525 FT LBS @ 2,591 RPM	0-100 MPH: 7.1 SECONDS	MINIMUM HANDLING: 4.79	MAXIMUM HANDLING: 6.23
		MINIMUM TRACTION: 4.11	MAXIMUM TRACTION: 8.20
		MINIMUM STABILITY: 5.01	MAXIMUM STABILITY: 6.31
		MINIMUM CONTROL: 4.08	MAXIMUM CONTROL: 6.11



FORD ESCORT RS COSWORTH

TIER: 2 | STOCK COST: 25,000

DRIVETRAIN: ALL-WHEEL DRIVE	TOP SPEED: 142 MPH	MINIMUM POWER: 1.40	MAXIMUM POWER: 5.10
HORSEPOWER: 227 BHP @ 6,684 RPM	0-60 MPH: 5.6 SECONDS	MINIMUM AERO: 2.14	MAXIMUM AERO: 8.02
TORQUE: 220 FT-LBS @ 4,106 RPM	0-100 MPH: 12.9 SECONDS	MINIMUM HANDLING: 3.20	MAXIMUM HANDLING: 6.25
		MINIMUM TRACTION: 3.63	MAXIMUM TRACTION: 5.59
		MINIMUM STABILITY: 3.10	MAXIMUM STABILITY: 6.66
		MINIMUM CONTROL: N/A	MAXIMUM CONTROL: N/A



FORD FOCUS ST

TIER: 2 | STOCK COST: 32,000

DRIVETRAIN: FRONT-WHEEL DRIVE	TOP SPEED: 150 MPH	MINIMUM POWER: 1.60	MAXIMUM POWER: 4.56
HORSEPOWER: 220 BHP @ 6,938 RPM	0-60 MPH: 6.8 SECONDS	MINIMUM AERO: 2.86	MAXIMUM AERO: 8.48
TORQUE: 263 FT LBS @ 3,466 RPM	0-100 MPH: 12.7 SECONDS	MINIMUM HANDLING: 2.08	MAXIMUM HANDLING: 5.74
		MINIMUM TRACTION: 1.52	MAXIMUM TRACTION: 3.27
		MINIMUM STABILITY: 2.21	MAXIMUM STABILITY: 5.73
		MINIMUM CONTROL: N/A	MAXIMUM CONTROL: N/A



FORD GT

TIER: 3 | STOCK COST: 150,000

DRIVETRAIN: REAR-WHEEL DRIVE	TOP SPEED: 212 MPH	MINIMUM POWER: 5.87	MAXIMUM POWER: 10
HORSEPOWER: 550 BHP @ 6,429 RPM	0-60 MPH: 3.8 SECONDS	MINIMUM AERO: 7.56	MAXIMUM AERO: 9.59
TORQUE: 500 FT LBS @ 2,866 RPM	0-100 MPH: 6.7 SECONDS	MINIMUM HANDLING: 5.98	MAXIMUM HANDLING: 10
		MINIMUM TRACTION: 4.53	MAXIMUM TRACTION: 8.74
		MINIMUM STABILITY: 6.27	MAXIMUM STABILITY: 9.37
		MINIMUM CONTROL: 4.84	MAXIMUM CONTROL: 5.18



FORD MUSTANG GT '03

TIER: 2 | STOCK COST: 23,000

DRIVETRAIN: REAR-WHEEL DRIVE	TOP SPEED: 145 MPH	MINIMUM POWER: 2.06	MAXIMUM POWER: 5.57
HORSEPOWER: 260 BHP @ 6,533 RPM	0-60 MPH: 5.7 SECONDS	MINIMUM AERO: 2.50	MAXIMUM AERO: 8.14
TORQUE: 301 FT LBS @ 3,067 RPM	0-100 MPH: 11.2 SECONDS	MINIMUM HANDLING: 2.97	MAXIMUM HANDLING: 5.29
		MINIMUM TRACTION: 2.67	MAXIMUM TRACTION: 7.36
		MINIMUM STABILITY: 3.01	MAXIMUM STABILITY: 5.44
		MINIMUM CONTROL: 2.36	MAXIMUM CONTROL: 5.51

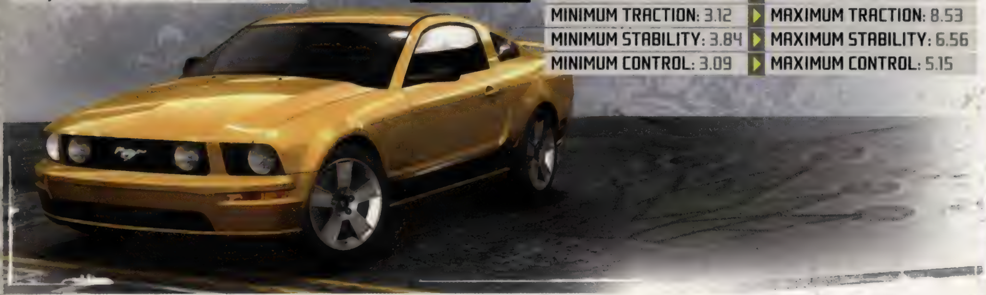


ONLY ON PC, XBOX 360, & PS3

FORD MUSTANG GT '06

TIER: 3 | STOCK COST: 32,000

DRIVETRAIN: REAR-WHEEL DRIVE	TOP SPEED: 145 MPH	MINIMUM POWER: 2.55	MAXIMUM POWER: 5.98
HORSEPOWER: 300 BHP @ 6,189 RPM	0–60 MPH: 4.9 SECONDS	MINIMUM AERO: 2.54	MAXIMUM AERO: 8.45
TORQUE: 320 FT LBS @ 3,162 RPM	0–100 MPH: 10.0 SECONDS	MINIMUM HANDLING: 3.97	MAXIMUM HANDLING: 6.20
		MINIMUM TRACTION: 3.12	MAXIMUM TRACTION: 8.53
		MINIMUM STABILITY: 3.84	MAXIMUM STABILITY: 6.56
		MINIMUM CONTROL: 3.09	MAXIMUM CONTROL: 5.15



FORD SHELBY GT500

TIER: 3 | STOCK COST: 42,000

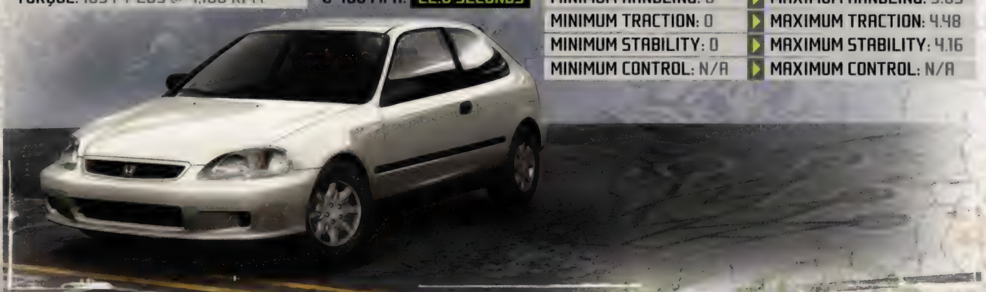
DRIVETRAIN: REAR-WHEEL DRIVE	TOP SPEED: 150 MPH	MINIMUM POWER: 3.30	MAXIMUM POWER: 6.80
HORSEPOWER: 500 BHP @ 6,000 RPM	0–60 MPH: 4.6 SECONDS	MINIMUM AERO: 1.58	MAXIMUM AERO: 7.41
TORQUE: 475 FT LBS @ 3,620 RPM	0–100 MPH: 8.7 SECONDS	MINIMUM HANDLING: 1.71	MAXIMUM HANDLING: 4.86
		MINIMUM TRACTION: 0	MAXIMUM TRACTION: 4.48
		MINIMUM STABILITY: 1.50	MAXIMUM STABILITY: 4.34
		MINIMUM CONTROL: 3.90	SSMAXIMUM CONTROL: 5.55



HONDA CIVIC

TIER: 1 | STOCK COST: 16,000

DRIVETRAIN: FRONT-WHEEL DRIVE	TOP SPEED: 110 MPH	MINIMUM POWER: 0	MAXIMUM POWER: 4.74
HORSEPOWER: 106 BHP @ 6,700 RPM	0–60 MPH: 9.0 SECONDS	MINIMUM AERO: 0	MAXIMUM AERO: 6.69
TORQUE: 103 FT LBS @ 4,100 RPM	0–100 MPH: 22.0 SECONDS	MINIMUM HANDLING: 0	MAXIMUM HANDLING: 3.63
		MINIMUM TRACTION: 0	MAXIMUM TRACTION: 4.48
		MINIMUM STABILITY: 0	MAXIMUM STABILITY: 4.16
		MINIMUM CONTROL: N/A	MAXIMUM CONTROL: N/A



HONDA CIVIC SI

TIER: 2 | **STOCK COST:** 24,000

DRIVETRAIN: FRONT-WHEEL DRIVE	TOP SPEED: 145 MPH	MINIMUM POWER: 0.74	MAXIMUM POWER: 3.36
HORSEPOWER: 197 BHP @ 7,730 RPM	0-60 MPH: 6.8 SECONDS	MINIMUM AERO: 2.50	MAXIMUM AERO: 7.98
TORQUE: 138 FT-LBS @ 4,370 RPM	0-100 MPH: 12.8 SECONDS	MINIMUM HANDLING: 1.77	MAXIMUM HANDLING: 7.59
		MINIMUM TRACTION: 0	MAXIMUM TRACTION: 4.48
		MINIMUM STABILITY: 1.96	MAXIMUM STABILITY: 6.67
		MINIMUM CONTROL: N/A	MAXIMUM CONTROL: N/A



ONLY ON PC, XBOX 360, & PS3

INFINITI G35 (V35)

TIER: 2 | **STOCK COST:** 23,000

DRIVETRAIN: REAR WHEEL DRIVE	TOP SPEED: 142 MPH	MINIMUM POWER: 2.00	MAXIMUM POWER: 4.20
HORSEPOWER: 280 BHP @ 6,062 RPM	0-60 MPH: 6.0 SECONDS	MINIMUM AERO: 2.28	MAXIMUM AERO: 7.98
TORQUE: 270 FT LBS @ 4,213 RPM	0-100 MPH: 11.3 SECONDS	MINIMUM HANDLING: 2.02	MAXIMUM HANDLING: 6.19
		MINIMUM TRACTION: 2.12	MAXIMUM TRACTION: 7.48
		MINIMUM STABILITY: 2.23	MAXIMUM STABILITY: 6.91
		MINIMUM CONTROL: 3.15	MAXIMUM CONTROL: 5.64



LAMBORGHINI MURCIÉLAGO LP640

TIER: 3 | **STOCK COST:** 320,000

DRIVETRAIN: ALL-WHEEL DRIVE	TOP SPEED: 211 MPH	MINIMUM POWER: 5.40	MAXIMUM POWER: 8.28
HORSEPOWER: 640 BHP @ 8,000 RPM	0-60 MPH: 3.4 SECONDS	MINIMUM AERO: 7.20	MAXIMUM AERO: 9.83
TORQUE: 487 FT LBS @ 4,911 RPM	0-100 MPH: 7.2 SECONDS	MINIMUM HANDLING: 5.67	MAXIMUM HANDLING: 7.71
		MINIMUM TRACTION: 4.94	MAXIMUM TRACTION: 8.04
		MINIMUM STABILITY: 6.10	MAXIMUM STABILITY: 8.33
		MINIMUM CONTROL: N/A	MAXIMUM CONTROL: N/A



LEXUS IS350

TIER: 2 — STOCK COST: 42,000*

DRIVETRAIN: REAR-WHEEL DRIVE	TOP SPEED:	142 MPH
HORSEPOWER: 315 BHP @ 6,536 RPM	0-60 MPH:	5.9 SECONDS
TORQUE: 277 FT LBS @ 3,184 RPM	0-100 MPH:	11.7 SECONDS

Minimum	Maximum
MINIMUM POWER: 2.25	MAXIMUM POWER: 4.87
MINIMUM AERO: 2.28	MAXIMUM AERO: 7.69
MINIMUM HANDLING: 2.01	MAXIMUM HANDLING: 5.29
MINIMUM TRACTION: 2.35	MAXIMUM TRACTION: 6.94
MINIMUM STABILITY: 2.19	MAXIMUM STABILITY: 5.81
MINIMUM CONTROL: 2.79	MAXIMUM CONTROL: 4.28



ONLY ON PC, XBOX 360, & PS3

* Vehicle is available to purchase for players who download the collectors edition of *ProStreet*.

LOTUS ELISE

TIER: 2 — STOCK COST: 46,000

DRIVETRAIN: REAR-WHEEL DRIVE	TOP SPEED:	147 MPH
HORSEPOWER: 190 BHP @ 7,829 RPM	0-60 MPH:	5.1 SECONDS
TORQUE: 130 FT LBS @ 6,764 RPM	0-100 MPH:	9.7 SECONDS

Minimum	Maximum
MINIMUM POWER: 0.66	MAXIMUM POWER: 3.14
MINIMUM AERO: 2.64	MAXIMUM AERO: 8.24
MINIMUM HANDLING: 3.89	MAXIMUM HANDLING: 6.99
MINIMUM TRACTION: 2.76	MAXIMUM TRACTION: 8.42
MINIMUM STABILITY: 3.60	MAXIMUM STABILITY: 6.76
MINIMUM CONTROL: 1.70	MAXIMUM CONTROL: 2.53



MAZDA RX-7

TIER: 2 — STOCK COST: 21,000

DRIVETRAIN: REAR-WHEEL DRIVE	TOP SPEED:	140 MPH
HORSEPOWER: 255 BHP @ 8,000 RPM	0-60 MPH:	5.9 SECONDS
TORQUE: 217 FT LBS @ 3,834 RPM	0-100 MPH:	10.8 SECONDS

Minimum	Maximum
MINIMUM POWER: 1.54	MAXIMUM POWER: 2.74
MINIMUM AERO: 2.14	MAXIMUM AERO: 8.13
MINIMUM HANDLING: 2.62	MAXIMUM HANDLING: 6.33
MINIMUM TRACTION: 1.69	MAXIMUM TRACTION: 7.18
MINIMUM STABILITY: 2.49	MAXIMUM STABILITY: 6.55
MINIMUM CONTROL: 3.35	MAXIMUM CONTROL: 5.77



MAZDA RX-8

TIER: 2 | STOCK COST: 28,000

DRIVETRAIN: REAR-WHEEL DRIVE	TOP SPEED: 145 MPH	MINIMUM POWER: 1.11	MAXIMUM POWER: 4.62
HORSEPOWER: 238 BHP @ 8,900 RPM	0-60 MPH: 6.0 SECONDS	MINIMUM AERO: 2.50	MAXIMUM AERO: 8.19
TORQUE: 159 FT LBS @ 5,993 RPM	0-100 MPH: 12.1 SECONDS	MINIMUM HANDLING: 2.65	MAXIMUM HANDLING: 6.07
		MINIMUM TRACTION: 1.42	MAXIMUM TRACTION: 8.72
		MINIMUM STABILITY: 2.49	MAXIMUM STABILITY: 6.55
		MINIMUM CONTROL: 3.42	MAXIMUM CONTROL: 4.42



MAZDA SPEED3

TIER: 2 | STOCK COST: 24,000

DRIVETRAIN: FRONT-WHEEL DRIVE	TOP SPEED: 155 MPH	MINIMUM POWER: 1.95	MAXIMUM POWER: 4.73
HORSEPOWER: 263 BHP @ 6,437 RPM	0-60 MPH: 5.8 SECONDS	MINIMUM AERO: 3.21	MAXIMUM AERO: 8.17
TORQUE: 280 FT LBS @ 3,397 RPM	0-100 MPH: 10.9 SECONDS	MINIMUM HANDLING: 2.88	MAXIMUM HANDLING: 5.58
		MINIMUM TRACTION: 2.77	MAXIMUM TRACTION: 3.97
		MINIMUM STABILITY: 3.11	MAXIMUM STABILITY: 5.81
		MINIMUM CONTROL: N/A	MAXIMUM CONTROL: N/A



MITSUBISHI ECLIPSE

TIER: 2 | STOCK COST: 18,000

DRIVETRAIN: ALL-WHEEL DRIVE	TOP SPEED: 140 MPH	MINIMUM POWER: 1.26	MAXIMUM POWER: 3.73
HORSEPOWER: 210 BHP @ 6,931 RPM	0-60 MPH: 6.7 SECONDS	MINIMUM AERO: 2.14	MAXIMUM AERO: 8.13
TORQUE: 214 FT LBS @ 2,660 RPM	0-100 MPH: 14.0 SECONDS	MINIMUM HANDLING: 1.75	MAXIMUM HANDLING: 5.34
		MINIMUM TRACTION: 2.68	MAXIMUM TRACTION: 5.89
		MINIMUM STABILITY: 1.88	MAXIMUM STABILITY: 5.64
		MINIMUM CONTROL: N/A	MAXIMUM CONTROL: N/A

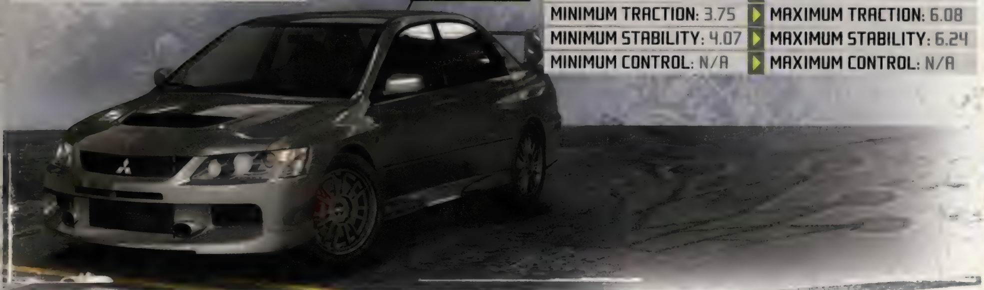


WELCOME
BEFORE HITTING THE TRACK
DRIVING ESSENTIALS
COLLECTORS GUIDE TO CARS
UPGRADES AND CUSTOMIZATIONS
THE STREET KING
THE TRACKS
THE ONLINE GAME

LANCER EVOLUTION IX

TIER: 3 STOCK COST: 27,000

DRIVETRAIN: ALL-WHEEL DRIVE	TOP SPEED: 165 MPH	MINIMUM POWER: 2.14	MAXIMUM POWER: 7.44
HORSEPOWER: 286 BHP @ 6,923 RPM	0-60 MPH: 4.8 SECONDS	MINIMUM AERO: 2.85	MAXIMUM AERO: 9.08
TORQUE: 289 FT LBS @ 3,823 RPM	0-100 MPH: 12.5 SECONDS	MINIMUM HANDLING: 3.80	MAXIMUM HANDLING: 5.32
		MINIMUM TRACTION: 3.75	MAXIMUM TRACTION: 6.08
		MINIMUM STABILITY: 4.07	MAXIMUM STABILITY: 6.24
		MINIMUM CONTROL: N/A	MAXIMUM CONTROL: N/A



LANCER EVOLUTION

TIER: 3 STOCK COST: 33,000

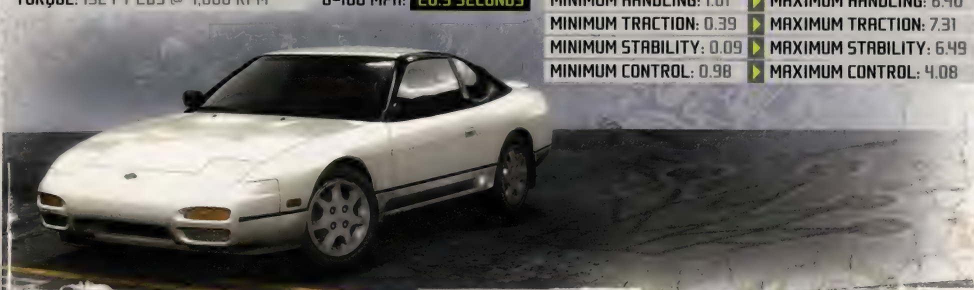
DRIVETRAIN: ALL-WHEEL DRIVE	TOP SPEED: 165 MPH	MINIMUM POWER: 2.44	MAXIMUM POWER: 7.47
HORSEPOWER: 300 BHP @ 6,070 RPM	0-60 MPH: 4.4 SECONDS	MINIMUM AERO: 3.92	MAXIMUM AERO: 8.71
TORQUE: 325 FT LBS @ 3,513 RPM	0-100 MPH: 10.7 SECONDS	MINIMUM HANDLING: 4.30	MAXIMUM HANDLING: 7.47
		MINIMUM TRACTION: 4.03	MAXIMUM TRACTION: 6.95
		MINIMUM STABILITY: 4.34	MAXIMUM STABILITY: 7.56
		MINIMUM CONTROL: N/A	MAXIMUM CONTROL: N/A



NISSAN 240SX (S13)

TIER: 1 STOCK COST: 15,000

DRIVETRAIN: REAR-WHEEL DRIVE	TOP SPEED: 112 MPH	MINIMUM POWER: 0.52	MAXIMUM POWER: 3.64
HORSEPOWER: 140 BHP @ 5,107 RPM	0-60 MPH: 8.1 SECONDS	MINIMUM AERO: 0.01	MAXIMUM AERO: 7.31
TORQUE: 152 FT LBS @ 4,600 RPM	0-100 MPH: 20.9 SECONDS	MINIMUM HANDLING: 1.01	MAXIMUM HANDLING: 6.40
		MINIMUM TRACTION: 0.39	MAXIMUM TRACTION: 7.31
		MINIMUM STABILITY: 0.09	MAXIMUM STABILITY: 6.49
		MINIMUM CONTROL: 0.98	MAXIMUM CONTROL: 4.08



NISSAN 350Z (Z33)

TIER: 2 | STOCK COST: 28,000

DRIVETRAIN: REAR-WHEEL DRIVE
HORSEPOWER: 287 BHP @ 6,600 RPM
TORQUE: 274 FT LBS @ 4,400 RPM

TOP SPEED:	155 MPH
0-60 MPH:	5.9 SECOND
0-100 MPH:	10.2 SECONDS

Minimum	Maximum
MINIMUM POWER: 2.06	MAXIMUM POWER: 4.92
MINIMUM AERO: 3.21	MAXIMUM AERO: 9.64
MINIMUM HANDLING: 3.50	MAXIMUM HANDLING: 6.07
MINIMUM TRACTION: 2.31	MAXIMUM TRACTION: 8.37
MINIMUM STABILITY: 3.51	MAXIMUM STABILITY: 6.50
MINIMUM CONTROL: 2.71	MAXIMUM CONTROL: 5.09



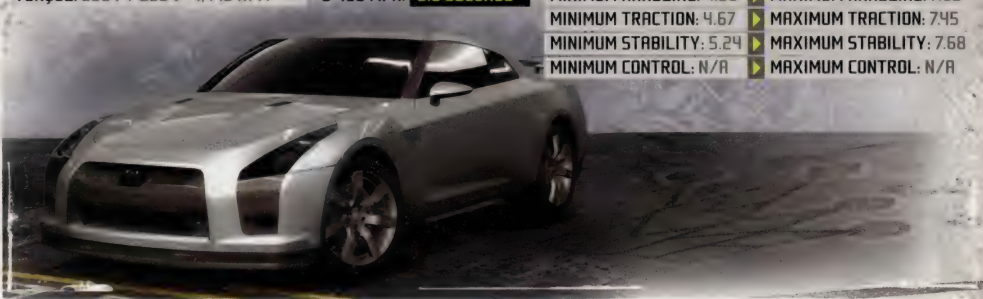
NISSAN GT-R PROTO

TIER: 3 | STOCK COST: 90,000

DRIVETRAIN: ALL-WHEEL DRIVE
HORSEPOWER: 456 BHP @ 6,923 RPM
TORQUE: 399 FT LBS @ 4,443 RPM

TOP SPEED:	190 MPH
0-60 MPH:	3.6 SECONDS
0-100 MPH:	5.6 SECONDS

Minimum	Maximum
MINIMUM POWER: 3.79	MAXIMUM POWER: 7.69
MINIMUM AERO: 5.71	MAXIMUM AERO: 8.65
MINIMUM HANDLING: 4.96	MAXIMUM HANDLING: 7.83
MINIMUM TRACTION: 4.67	MAXIMUM TRACTION: 7.45
MINIMUM STABILITY: 5.24	MAXIMUM STABILITY: 7.68
MINIMUM CONTROL: N/A	MAXIMUM CONTROL: N/A



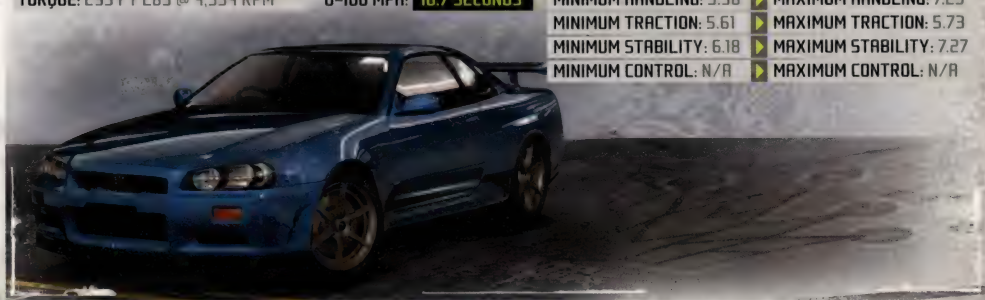
NISSAN SKYLINE GT-R (R34)

TIER: 3 | STOCK COST: 30,000

DRIVETRAIN: ALL-WHEEL DRIVE
HORSEPOWER: 280 BHP @ 7,553 RPM
TORQUE: 293 FT LBS @ 4,534 RPM

TOP SPEED:	155 MPH
0-60 MPH:	4.9 SECONDS
0-100 MPH:	16.7 SECONDS

Minimum	Maximum
MINIMUM POWER: 2.13	MAXIMUM POWER: 8.53
MINIMUM AERO: 3.21	MAXIMUM AERO: 8.62
MINIMUM HANDLING: 3.90	MAXIMUM HANDLING: 7.25
MINIMUM TRACTION: 5.61	MAXIMUM TRACTION: 5.73
MINIMUM STABILITY: 6.18	MAXIMUM STABILITY: 7.27
MINIMUM CONTROL: N/A	MAXIMUM CONTROL: N/A



NISSAN GT-R (R35)

TIER: 2 — STOCK COST: 60,000

DRIVETRAIN: ALL-WHEEL DRIVE
HORSEPOWER: 473 BHP @ 6,923 RPM
TORQUE: 434 FT-LBS @ 5,918 RPM

TOP SPEED:	195 MPH
0-60 MPH:	3.5 SECONDS
0-100 MPH:	5.3 SECONDS

Minimum	Maximum
MINIMUM POWER: 4.10	MAXIMUM POWER: 5.91
MINIMUM AERO: 6.07	MAXIMUM AERO: 7.24
MINIMUM HANDLING: 6.23	MAXIMUM HANDLING: 7.24
MINIMUM TRACTION: 5.61	MAXIMUM TRACTION: 5.73
MINIMUM STABILITY: 6.18	MAXIMUM STABILITY: 7.27
MINIMUM CONTROL: N/A	MAXIMUM CONTROL: N/A



NISSAN SILVIA (S15)

TIER: 2 — STOCK COST: 30,000

DRIVETRAIN: REAR-WHEEL DRIVE
HORSEPOWER: 250 BHP @ 7,404 RPM
TORQUE: 201 FT-LBS @ 5,203 RPM

TOP SPEED:	146 MPH
0-60 MPH:	6.9 SECONDS
0-100 MPH:	13.5 SECONDS

Minimum	Maximum
MINIMUM POWER: 1.42	MAXIMUM POWER: 4.58
MINIMUM AERO: 2.57	MAXIMUM AERO: 7.80
MINIMUM HANDLING: 1.81	MAXIMUM HANDLING: 4.09
MINIMUM TRACTION: 0.68	MAXIMUM TRACTION: 7.49
MINIMUM STABILITY: 2.04	MAXIMUM STABILITY: 4.64
MINIMUM CONTROL: 2.24	MAXIMUM CONTROL: 5.95



PAGANI ZONDA F

TIER: 3 — STOCK COST: 741,000

DRIVETRAIN: REAR-WHEEL DRIVE
HORSEPOWER: 602 BHP @ 6,931 RPM
TORQUE: 561 FT LBS @ 3,762 RPM

TOP SPEED:	216 MPH
0-60 MPH:	3.6 SECONDS
0-100 MPH:	5.9 SECONDS

Minimum	Maximum
MINIMUM POWER: 5.87	MAXIMUM POWER: 10
MINIMUM AERO: 7.56	MAXIMUM AERO: 9.59
MINIMUM HANDLING: 6.93	MAXIMUM HANDLING: 8.99
MINIMUM TRACTION: 5.19	MAXIMUM TRACTION: 9.68
MINIMUM STABILITY: 6.87	MAXIMUM STABILITY: 9.16
MINIMUM CONTROL: 5.68	MAXIMUM CONTROL: 6.58



PLYMOUTH HEMI CUDA

TIER: 2 — **STOCK COST:** 60,000

DRIVETRAIN: REAR-WHEEL DRIVE
HORSEPOWER: 425 BHP @ 5,600 RPM
TORQUE: 425 FT LBS @ 2,925 RPM

TOP SPEED: 130 MPH
0-60 MPH: 5.6 SECONDS
0-100 MPH: 11.4 SECONDS

Minimum	Maximum
MINIMUM POWER: 3.96	MAXIMUM POWER: 7.84
MINIMUM AERO: 1.45	MAXIMUM AERO: 7.55
MINIMUM HANDLING: 2.42	MAXIMUM HANDLING: 5.82
MINIMUM TRACTION: 2.28	MAXIMUM TRACTION: 8.40
MINIMUM STABILITY: 2.16	MAXIMUM STABILITY: 5.79
MINIMUM CONTROL: 1.37	MAXIMUM CONTROL: 5.73



PONTIAC GTO

TIER: 3 — **STOCK COST:** 28,000

DRIVETRAIN: REAR-WHEEL DRIVE
HORSEPOWER: 400 BHP @ 6,600 RPM
TORQUE: 400 FT LBS @ 3,200 RPM

TOP SPEED: 157 MPH
0-60 MPH: 5.0 SECONDS
0-100 MPH: 9.6 SECONDS

Minimum	Maximum
MINIMUM POWER: 3.46	MAXIMUM POWER: 7.22
MINIMUM AERO: 3.22	MAXIMUM AERO: 8.46
MINIMUM HANDLING: 3.57	MAXIMUM HANDLING: 5.55
MINIMUM TRACTION: 2.50	MAXIMUM TRACTION: 8.05
MINIMUM STABILITY: 3.58	MAXIMUM STABILITY: 5.85
MINIMUM CONTROL: 2.51	MAXIMUM CONTROL: 5.45



PONTIAC GTO '65

TIER: 1 — **STOCK COST:** 25,000

DRIVETRAIN: REAR-WHEEL DRIVE
HORSEPOWER: 335 BHP @ 5,200 RPM
TORQUE: 431 FT LBS @ 3,133 RPM

TOP SPEED: 122 MPH
0-60 MPH: 7.2 SECONDS
0-100 MPH: 20.8 SECONDS

Minimum	Maximum
MINIMUM POWER: 3.25	MAXIMUM POWER: 7.20
MINIMUM AERO: 0.86	MAXIMUM AERO: 7.87
MINIMUM HANDLING: 2.02	MAXIMUM HANDLING: 5.62
MINIMUM TRACTION: 1.82	MAXIMUM TRACTION: 7.03
MINIMUM STABILITY: 1.59	MAXIMUM STABILITY: 6.88
MINIMUM CONTROL: 2.51	MAXIMUM CONTROL: 5.45



PONTIAC SOLSTICE GXP

TIER: 2 | STOCK COST: 24,000*

DRIVETRAIN: REAR-WHEEL DRIVE	TOP SPEED: 145 MPH	MINIMUM POWER: 1.83	MAXIMUM POWER: 5.35
HORSEPOWER: 260 BHP @ 6,437 RPM	0-60 MPH: 5.5 SECONDS	MINIMUM AERO: 2.50	MAXIMUM AERO: 8.05
TORQUE: 260 FT LBS @ 3,840 RPM	0-100 MPH: 11.4 SECONDS	MINIMUM HANDLING: 2.73	MAXIMUM HANDLING: 4.98
		MINIMUM TRACTION: 2.33	MAXIMUM TRACTION: 8.55
		MINIMUM STABILITY: 2.85	MAXIMUM STABILITY: 5.18
		MINIMUM CONTROL: 2.60	MAXIMUM CONTROL: 4.60



* Vehicle is available to purchase for players who download the collectors edition of *ProStreet*.

PORSCHE CAYMAN S

TIER: 3 | STOCK COST: 48,000

DRIVETRAIN: REAR-WHEEL DRIVE	TOP SPEED: 170 MPH	MINIMUM POWER: 1.98	MAXIMUM POWER: 6.28
HORSEPOWER: 295 BHP @ 7,000 RPM	0-60 MPH: 5.4 SECONDS	MINIMUM AERO: 4.29	MAXIMUM AERO: 8.43
TORQUE: 251 FT LBS @ 4,267 RPM	0-100 MPH: 9.7 SECONDS	MINIMUM HANDLING: 4.01	MAXIMUM HANDLING: 6.04
		MINIMUM TRACTION: 1.66	MAXIMUM TRACTION: 9.15
		MINIMUM STABILITY: 4.21	MAXIMUM STABILITY: 6.86
		MINIMUM CONTROL: 3.59	MAXIMUM CONTROL: 4.60



PORSCHE 911 GT2

TIER: 3 | STOCK COST: 185,000

DRIVETRAIN: REAR-WHEEL DRIVE	TOP SPEED: 204 MPH	MINIMUM POWER: 4.84	MAXIMUM POWER: 10
HORSEPOWER: 530 BHP @ 6,750 RPM	0-60 MPH: 4.1 SECONDS	MINIMUM AERO: 6.72	MAXIMUM AERO: 9.29
TORQUE: 505 FT LBS @ 3,580 RPM	0-100 MPH: 7.2 SECONDS	MINIMUM HANDLING: 4.97	MAXIMUM HANDLING: 5.79
		MINIMUM TRACTION: 3.56	MAXIMUM TRACTION: 9.00
		MINIMUM STABILITY: 5.40	MAXIMUM STABILITY: 6.08
		MINIMUM CONTROL: 4.95	MAXIMUM CONTROL: 6.02



PORSCHE 911 TURBO

TIER: 3 | STOCK COST: 122,000

DRIVETRAIN: ALL-WHEEL DRIVE
HORSEPOWER: 480 BHP @ 6,750 RPM
TORQUE: 460 FT LBS @ 3,372 RPM

TOP SPEED: 193 MPH
0-60 MPH: 3.9 SECONDS
0-100 MPH: 8.1 SECONDS

Minimum	Maximum
MINIMUM POWER: 4.22	MAXIMUM POWER: 6.07
MINIMUM AERO: 5.91	MAXIMUM AERO: 9.50
MINIMUM HANDLING: 5.20	MAXIMUM HANDLING: 7.74
MINIMUM TRACTION: 5.09	MAXIMUM TRACTION: 6.89
MINIMUM STABILITY: 5.53	MAXIMUM STABILITY: 8.45
MINIMUM CONTROL: N/A	MAXIMUM CONTROL: N/A



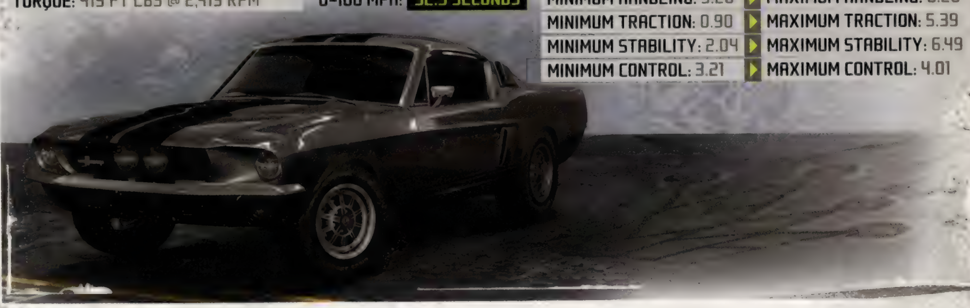
SHELBY GT500 '67

TIER: 1 | STOCK COST: 125,000

DRIVETRAIN: REAR-WHEEL DRIVE
HORSEPOWER: 419 BHP @ 5,448 RPM
TORQUE: 419 FT LBS @ 2,419 RPM

TOP SPEED: 132 MPH
0-60 MPH: 7.2 SECONDS
0-100 MPH: 32.3 SECONDS

Minimum	Maximum
MINIMUM POWER: 3.17	MAXIMUM POWER: 4.23
MINIMUM AERO: 3.17	MAXIMUM AERO: 4.49
MINIMUM HANDLING: 3.20	MAXIMUM HANDLING: 6.20
MINIMUM TRACTION: 0.90	MAXIMUM TRACTION: 5.39
MINIMUM STABILITY: 2.04	MAXIMUM STABILITY: 6.49
MINIMUM CONTROL: 3.21	MAXIMUM CONTROL: 4.01



SUBARU IMPREZA WAX STI

TIER: 3 | STOCK COST: 29,000

DRIVETRAIN: ALL-WHEEL DRIVE
HORSEPOWER: 300 BHP @ 7,433 RPM
TORQUE: 300 FT-LBS @ 4,485 RPM

TOP SPEED: 155 MPH
0-60 MPH: 4.9 SECONDS
0_100 MPH: 12.7 SECONDS

Minimum	Maximum
MINIMUM POWER: 2.29	MAXIMUM POWER: 6.53
MINIMUM AERO: 321	MAXIMUM AERO: 8.48
MINIMUM HANDLING: 3.72	MAXIMUM HANDLING: 7.54
MINIMUM TRACTION: 3.94	MAXIMUM TRACTION: 8.17
MINIMUM STABILITY: 3.74	MAXIMUM STABILITY: 7.48
MINIMUM CONTROL: N/A	MAXIMUM CONTROL: N/A



TOYOTA COROLLA GTS (AE86)

TIER: 1 | STOCK COST: 16,000

DRIVETRAIN: REAR-WHEEL DRIVE	TOP SPEED: 116 MPH	MINIMUM POWER: 0	MAXIMUM POWER: 4.74
HORSEPOWER: 112 BHP @ 7,433 RPM	0-60 MPH: 8.4 SECONDS	MINIMUM AERO: 0.36	MAXIMUM AERO: 0.70
TORQUE: 97 FT LBS @ 3,547 RPM	0-100 MPH: 18.4 SECONDS	MINIMUM HANDLING: 0.29	MAXIMUM HANDLING: 5.29
		MINIMUM TRACTION: 0.34	MAXIMUM TRACTION: 6.58
		MINIMUM STABILITY: 0.19	MAXIMUM STABILITY: 5.07
		MINIMUM CONTROL: 0	MAXIMUM CONTROL: 3.04



TOYOTA SUPRA

TIER: 2 | STOCK COST: 25,000

DRIVETRAIN: REAR-WHEEL DRIVE	TOP SPEED: 150 MPH	MINIMUM POWER: 2.63	MAXIMUM POWER: 7.06
HORSEPOWER: 320 BHP @ 7,000 RPM	0-60 MPH: 5.4 SECONDS	MINIMUM AERO: 2.89	MAXIMUM AERO: 8.77
TORQUE: 315 FT LBS @ 2,613 RPM	0-100 MPH: 11.5 SECONDS	MINIMUM HANDLING: 3.35	MAXIMUM HANDLING: 5.48
		MINIMUM TRACTION: 1.29	MAXIMUM TRACTION: 9.21
		MINIMUM STABILITY: 3.35	MAXIMUM STABILITY: 5.55
		MINIMUM CONTROL: 2.92	MAXIMUM CONTROL: 5.11



VOLKSWAGEN R32

TIER: 2 | STOCK COST: 32,000

DRIVETRAIN: ALL-WHEEL DRIVE	TOP SPEED: 165 MPH	MINIMUM POWER: 1.61	MAXIMUM POWER: 4.53
HORSEPOWER: 247 BHP @ 6,832 RPM	0-60 MPH: 6.2 SECONDS	MINIMUM AERO: 3.20	MAXIMUM AERO: 6.85
TORQUE: 235 FT LBS @ 4,121 RPM	0-100 MPH: 16.6 SECONDS	MINIMUM HANDLING: 2.59	MAXIMUM HANDLING: 5.48
		MINIMUM TRACTION: 2.38	MAXIMUM TRACTION: 6.63
		MINIMUM STABILITY: 2.75	MAXIMUM STABILITY: 5.77
		MINIMUM CONTROL: N/A	MAXIMUM CONTROL: N/A



VOLKSWAGEN GOLF GTI

TIER: 1 | STOCK COST: 23,000

DRIVETRAIN: FRONT-WHEEL DRIVE	TOP SPEED: 130 MPH
HORSEPOWER: 200 BHP @ 6,938 RPM	0-60 MPH: 6.6 SECONDS
TORQUE: 207 FT LBS @ 4,210 RPM	0-100 MPH: 13.4 SECONDS

Minimum	Maximum
MINIMUM POWER: 1.15	MAXIMUM POWER: 2.99
MINIMUM AERO: 1.99	MAXIMUM AERO: 8.25
MINIMUM HANDLING: 2.61	MAXIMUM HANDLING: 6.12
MINIMUM TRACTION: 1.62	MAXIMUM TRACTION: 3.34
MINIMUM STABILITY: 2.14	MAXIMUM STABILITY: 6.18
MINIMUM CONTROL: N/A	MAXIMUM CONTROL: N/A





UPGRADES AND CUSTOMIZATIONS

THE PERSONAL TOUCH

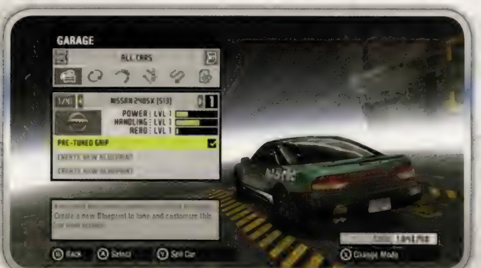
It's not quite enough to buy a car. You have to make it yours.

By installing aftermarket parts, autosculpting the body, tinting the windows, tweaking the rims, and decorating every square inch of your new ride with vinyl and paint, you make it not merely the perfect racing machine, but *your* perfect racing machine.

To succeed both online and off in *ProStreet*, you need to sit down and build a custom car. It's not an unbeatable ticket to victory, but it is the edge you need.

HUMBLE BEGINNINGS

You start *ProStreet* with $10,000 cash in the bank and one car in your garage. Your starting car comes pre-tuned, with a simple albeit unimpressive blueprint already in place, and should be enough to get you through the first few races of your career.



As the announcer is sure to tell you, though, relying on a handful of well-balanced cars isn't a great strategy. Your opponents are going to be spending a lot of time in their garage tweaking their cars, trying to give them that extra bit of speed or handling. To succeed, you must do the same. Customize your cars to the challenges you face and the game becomes a lot easier.



(Before...)

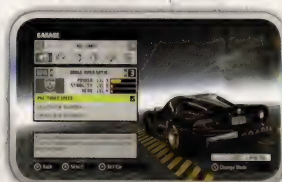


(...and After)

TIERS

All the hardware in the game fits into a four-tiered system that represents quality and rarity.

At the beginning of *ProStreet*'s Career Mode, you have access to Tier 1 through 3 aftermarket parts, as well as several Tier 1 cars. That's the limit of your shopping ability as a new kid on the racing circuit. After you have a few victories under your belt, the local dealerships will let you see the special products they keep on the back shelves.



You cannot buy Tier 4 cars off the car lot, or Tier 4 parts from the garage. A car must be gradually shaped into a Tier 4 machine by careful application of parts and upgrades.

The better your racing skills, the better the parts you can buy and the better your car can be. No one in *ProStreet* can throw down a wad of bills and hit the online racing circuit with a muscle machine. Anyone you see in a Tier 4 car *earned* it, one way or another, and you should keep your eye on them.

THE CAR LOT



When you begin Career Mode, most of the cars available for sale in the car lot are locked.

As you progress through Career Mode, you gradually unlock more cars by winning the Showdown races in Chicago and Autopolis. By the time you reach the Super Promotion races, all the cars are available for purchase.

The advantage to buying high-end muscle cars is that they don't need very much work to become competitive. If you climb behind the wheel of a Dodge Viper (or even better, a Pagani) and have even the first clue what you're doing, you're a contender.

The disadvantage, on the other hand, is that expensive cars need expensive repairs. You can wreck low-end sedans all day without putting a real dent in your pocketbook, but going into a full-bore street race in a tricked-out Lamborghini can be financially disastrous, particularly on tracks like Nevada Highway, where it's very easy to roll your car. Driving an expensive car is a gamble.



Make sure you don't risk anything you can't lose, and stock up on Repair Markers before you enter the race.

THE GARAGE

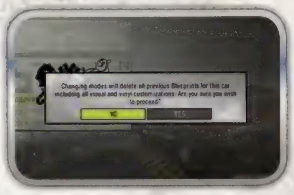
This is where all the real work gets done. Your fully-stocked garage is where you can tweak your cars to your heart's content, installing parts, tweaking paint jobs, wringing that extra bit of speed or control out of your car, and generally getting your hands dirty.

You can own up to fifty individual cars and house them all in your garage.

BLUEPRINTS

Each car you buy can have up to three blueprints associated with it. When you buy a car, it has a special blueprint representing the customizations that give it its mode; for example, a newly acquired Dodge Viper in Drag Mode has a Drag Blueprint, which gives it slightly different stats from the stock model.

(These initial customizations can be changed from the garage by choosing the Change Mode option, which is available on the base Garage menu. Note that changing a car's mode wipes out *any and all* blueprints that you may have for that car.)



With so many possible combinations and so many different kinds of races to prepare for, your best bet is to experiment whenever possible. This is a pricey proposition, but fortunately, any money you spend on upgrades isn't actually spent until you opt to save the blueprint. As long as you have a healthy nest egg, you can go nuts on upgrades without actually spending anything at all.

Once you're satisfied with your blueprint, you can upload it to your console's online service to allow other players to take your car out for a spin.

Xbox 360 owners should note that any Achievements that you get by upgrading a car, such as Performance Upgrade, are not awarded until you save your changes to a blueprint.

CAR STATISTICS

Every car in *ProStreet* has three statistics you should keep in mind. Every car tracks its Power and Aero (aerodynamics), but a car's third stat is determined by what mode you bought off the showroom floor. Grip Mode cars use the Handling stat; Drag Mode cars use Traction; Speed Challenge cars use Stability; and Drift Mode cars use Control.

These stats serve mostly to give you a way to judge a car's abilities at a glance. Instead of having to write everything down and get out a calculator, you can simply note whether a given part happens to be an improvement by examining the stats.

If you want to improve these Mode-specific stats, you can install aftermarket parts. Note that, as one might expect, the better the car, the more expensive it is to improve it. Higher-end cars require higher-end parts before you get any noticeable benefit.



QUICK UPGRADES

If you'd rather be racing right now, quick upgrades may be the way to go. These allow you to grab a package of aftermarket parts and slap them on your car right now, with no extra thought required. These give you a hefty and immediate boost to your car's stats.



There's absolutely nothing wrong with using a few quick upgrades. They take a lot of the muss and fuss out of the system, allowing a player who just wants a quick boost to get back on the track in style. On the negative side of things, quick upgrades won't allow you to tune your car, and you can't use quick upgrades to improve your car's Aero stat.



CUSTOM UPGRADES

If you're a hardcore automotive enthusiast, expect to spend a lot of time here. Depending on the make, model, and mode of car you're working on at the moment, you can adjust virtually anything about your car here.

What you can install on your car changes dramatically from individual vehicle to individual vehicle. Some cars are intensely customizable—to the point where they're practically a new automobile by the time you're done—while others have few available parts and receive relatively little benefit from their installation.



The most obvious, and arguably most important, use of custom upgrades is to install a new body kit, which opens the door to a number of other modifications: New spoilers, exhaust tips, and hoods are just the beginning. This, in turn, lets you autosculpt the car, adjusting its new features a bit at a time. Installing a new body kit not only transforms your stock street car into a full-fledged racer, but also allows you to start adding all sorts of extra bells and whistles. Spoilers, roof scoops, new seats, and more all become possible after you slap a new body on your ride.





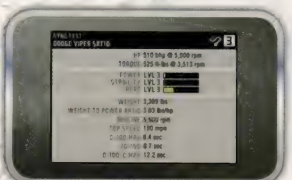
NOTE

THERE'S NOTHING PREVENTING YOU FROM INSTALLING BOTH QUICK AND CUSTOM UPGRADES ON A SINGLE CAR. HOWEVER, THE GAME WON'T LET YOU STACK STAT POINTS THIS WAY (OTHERWISE IT'D BE WAY TOO EASY TO UPGRADE YOUR CAR'S TIER). SO YOU GET A MARGINAL BENEFIT AT BEST FROM THE SECOND SET OF UPGRADES, AND MAY ADD EXTRA WEIGHT TO THE CAR TO BOOT. YOU'RE BETTER OFF PICKING A STYLE OF UPGRADE AND STICKING TO IT, RATHER THAN SIMPLY POURING MONEY INTO YOUR CAR.

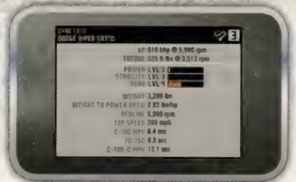


[WITH A LEVEL 3 CUSTOM PACKAGE INSTALLED, EVEN THIS LEVEL 4 CUSTOM PART DOESN'T DO MUCH GOOD.]

We'd go so far as to say that adding a new body kit is the single most important change you can make to a car. For example, check out this Dodge Viper SRT10. As a stock car, it has quite respectable stats.



As an example, spend 15,000 on a new Stratospeed Widebody kit, though, and its performance improves dramatically. The car's Aero stat skyrockets to the next tier level, you lose a few dozen pounds of weight, the top speed goes up, and you hit 100 MPH one-tenth of a second faster. It's not an automatic ticket to first place, but it gives you enough benefit just by itself that it's arguably the first purchase you should make. It also opens the door to a number of other possible improvements.



Don't go too crazy with your body kit, though, especially if you're low on cash. A number of the additional upgrades you can install on a new body kit, such as exhaust tips or new racing seats, don't serve any real purpose besides looking cool.

While looking cool is a solid goal in and of itself, it's not worth putting yourself into the poorhouse. Other related upgrades, such as spoilers or new hoods, offer a distinct but somewhat marginal improvement, and should only be pursued when you have money to burn.



COSMETIC CUSTOMIZATIONS

Of course, the real fun to be had with custom upgrades is in repainting and resculpting your car. You can apply hundreds of decals and custom paint jobs to every car you have for free.

The sky's the limit, really. Whether you favor the simple, clean lines of a classic car or the logo-covered chassis of a modern racer, you can customize your *ProStreet* machine into the ride you've always wanted.



TUNE

Real gearheads looking to squeeze every last bit of performance out of their car should check out the Tune menu. After you've installed a few custom upgrades,

you can use the Tune menu to further refine your car's performance.

There are four menus under Tune: Engine, Drivetrain, Brakes, and Suspension. The individual options available under each menu differ widely from car to car, depending on the auto's mode, drivetrain, and current upgrades.



The Tune menu, unlike many other upgrade options, is essentially free to use after you've installed the parts that make it happen. Run a few practice races while messing around with the settings to get used to the car. It's a good idea to create a couple of custom Race Days just to test out various upgrades and tuning settings.



DYNO TEST

This is your car's stat screen. After you install new parts or reshape your car's body, run a Dyno Test to see how things stack up now. This screen includes useful information you can't get anywhere else, such as your car's current weight, redline, lateral grip, brake quality, and weight-to-power ratio.

If you intend to get serious about upgrading your car, keep one eye on the Dyno Test. It's easy to fall into the trap of just throwing everything that looks cool onto your car without giving a thought to its overall performance, but the Dyno Test allows you to quickly evaluate your upgrades' overall effect.



WIND TUNNEL

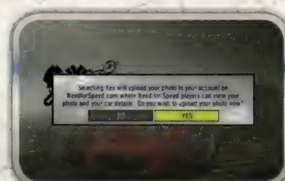
The Wind Tunnel is used to help measure a car's aerodynamics while it's being autosculpted, allowing for less wind resistance and thus greater speed. This is a subtle process, requiring careful attention and a steady hand, but it's essential for players looking to wring that extra bit of speed out of their vehicle. Spoilers and hoods in particular can be surprisingly beneficial if they're tweaked in the Wind Tunnel.



UPDATE BLUEPRINT

When you've done all you think you can do, update your blueprint to save it. This also means you pay for all the parts, so be sure you have everything you want (or don't want) before updating.

You can make your blueprints available online to other racers using the PlayStation Network or Xbox Live. Be sure to take a look around at what other people are doing with their cars. It may give you a few ideas.



VINYL & DECALS

BE YOUR OWN LABEL

There are hundreds of different stickers and labels you can use in *ProStreet*, which you can apply to your car absolutely free.

To apply decals to your car, choose to give it a Custom Upgrade in the Garage, then pick the Visuals option off the menu. You can now adjust your car's colors, as well as start placing stickers all over it.

VINYLS

TEAM [44 IN TOTAL]

1/44 2/44 3/44 4/44 5/44

6/44 7/44 8/44 9/44 10/44

11/44 12/44 13/44 14/44

15/44 16/44 17/44 18/44 19/44

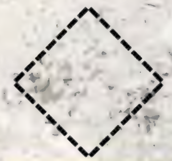
VINYLS

TEAM, cont. [44 IN TOTAL]

20/44	21/44	22/44	23/44	24/44
25/44	26/44	27/44	28/44	
29/44	30/44	31/44	32/44	
33/44	34/44	35/44	36/44	
37/44	38/44	39/44	40/44	
41/44	42/44	43/44	44/44	

VINYLS

GRAPHICS [97 IN TOTAL]


1/97


2/97


3/97


4/97


5/97


6/97


7/97


8/97


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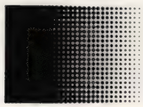

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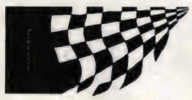
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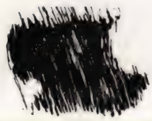
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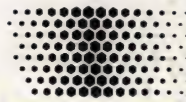
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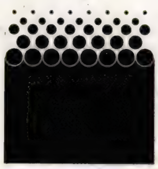

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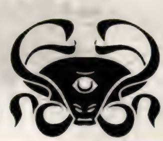

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VINYLS

GRAPHICS, cont.

[97 IN TOTAL]



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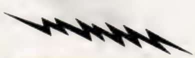
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45/97



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47/97



48/97



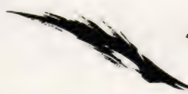
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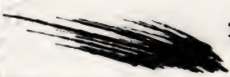
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VINYLS

GRAPHICS, cont. [97 IN TOTAL]


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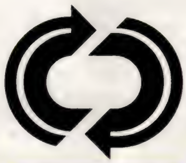

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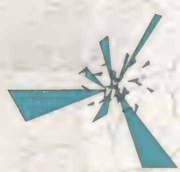

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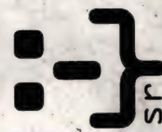
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VINYLS

TWO TONE

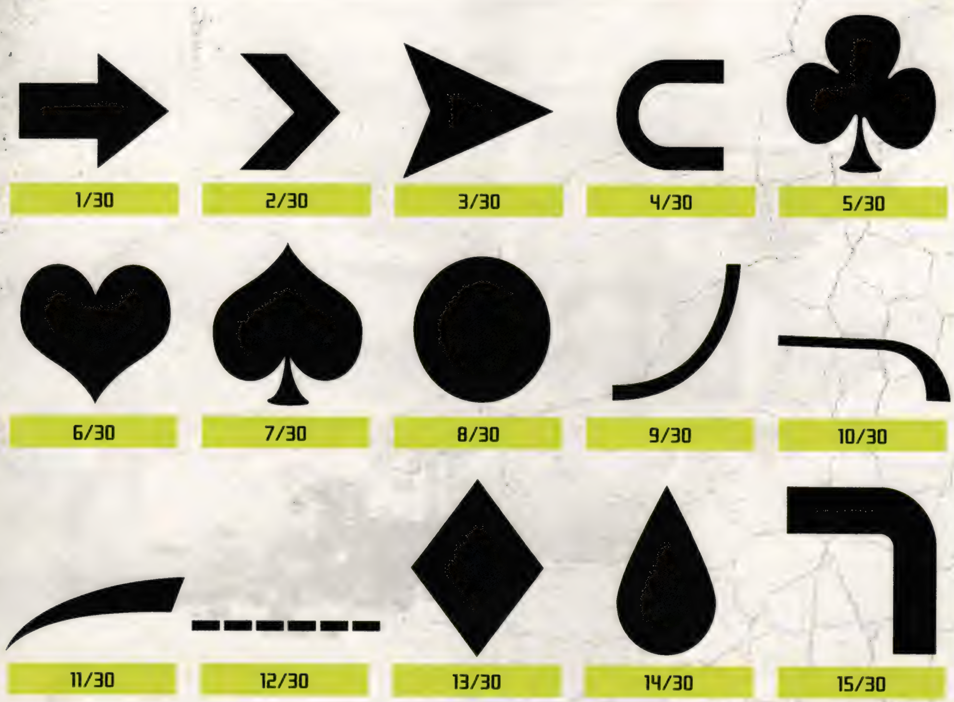
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The first option lets you change the color of the car's trunk, hood, and roof. The second option only changes the color of the side skirt.

VINYLS

SHAPES

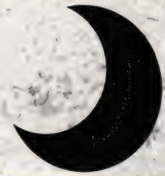
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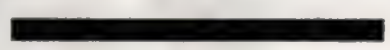
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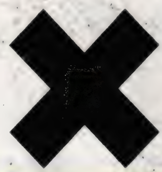
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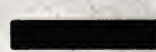
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21/30


22/30


23/30


24/30


25/30


26/30


27/30


28/30


29/30


30/30

VINYLS

MUSCLE [17 IN TOTAL]



1/17



2/17



3/17



4/17



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8/17



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11/17



12/17



13/17



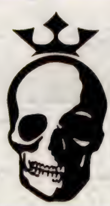
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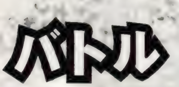


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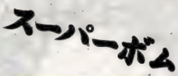
VINYLS

IMPORT

[15 IN TOTAL]



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2/15



3/15



4/15



5/15



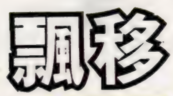
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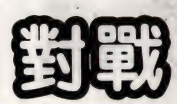
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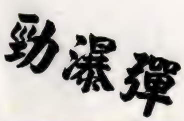
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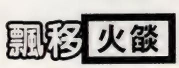
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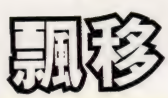
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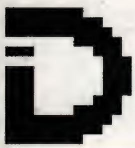
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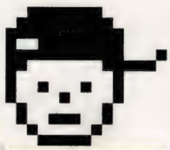
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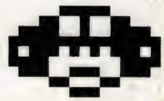
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3/16


4/16


5/16


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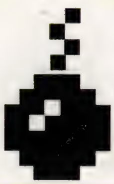

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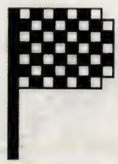

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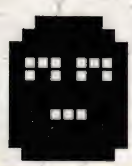

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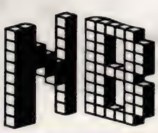

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VINYLS

CHARACTERS

[19 IN TOTAL]



1/19



2/19



3/19



4/19



5/19



6/19



7/19



8/19



9/19



10/19



11/19



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VINYLS

ANIMALS

[30 IN TOTAL]


1/30


2/30


3/30


4/30


5/30


6/30


7/30


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9/30


10/30


11/30


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16/30


17/30


18/30

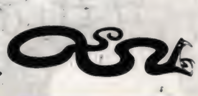

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20/30

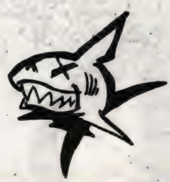
VINYLS

ANIMALS, cont. [30 IN TOTAL]


21/30


22/30

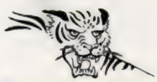

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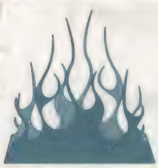

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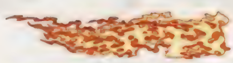

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VINYLS

FLAMES [27 IN TOTAL]


1/27


2/27


3/27


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VINYLS

FLAMES, cont. [27 IN TOTAL]


9/27


10/27


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12/27


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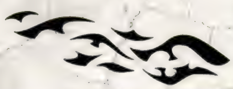

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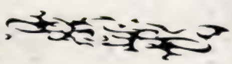

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VINYLS

STRIPES

(43 IN TOTAL)


1/43


2/43


3/43


4/43


5/43


6/43


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8/43


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11/43


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13/43


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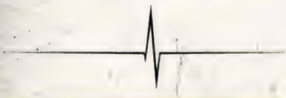
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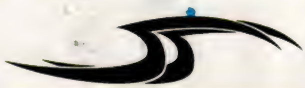
STRIPES, cont. [43 IN TOTAL]


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22/43


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27/43


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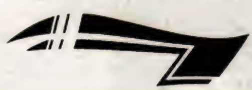

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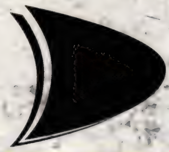

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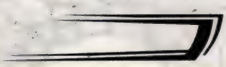

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VINYLS

STRIPES, cont. [43 IN TOTAL]


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VINYLS

TRIBAL [53 IN TOTAL]


1/53


2/53


3/53


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VINYLS

TRIBAL, cont. [53 IN TOTAL]


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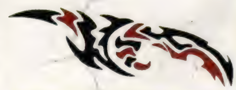

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VINYLS

TRIBAL, cont. [53 IN TOTAL]


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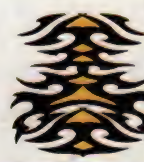

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VINYLS

TRIBAL, cont. [53 IN TOTAL]


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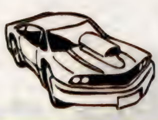

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VINYLS

AUTO [39 IN TOTAL]


1/39


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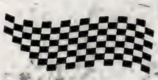

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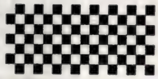

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VINYLS

AUTO, cont. [39 IN TOTAL]


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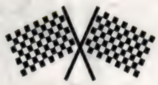

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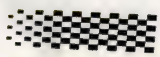

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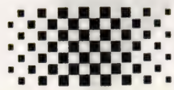

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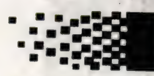

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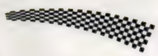

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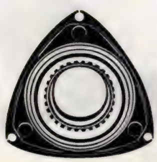

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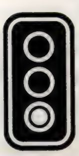

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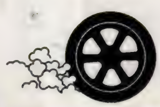

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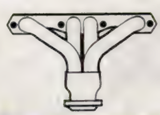

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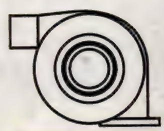

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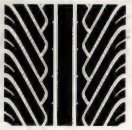

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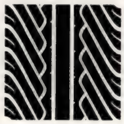

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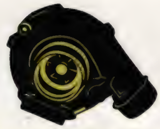

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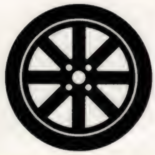
VINYLS

AUTO, cont. [39 IN TOTAL]


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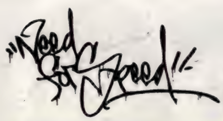

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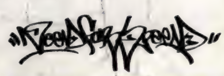
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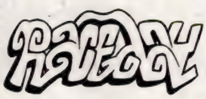
GRAFFITI [20 IN TOTAL]


1/20

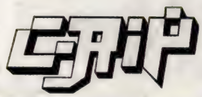

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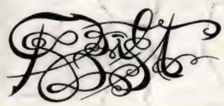

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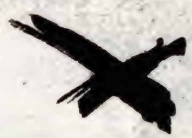

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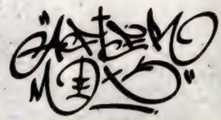
VINYLS

GRAFFITI, cont. [20 IN TOTAL]


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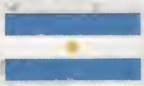

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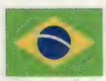

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VINYLS

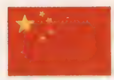
FLAGS [26 IN TOTAL]


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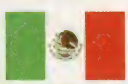

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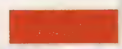

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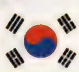

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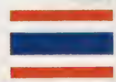

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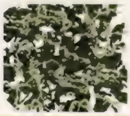

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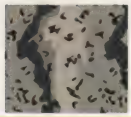

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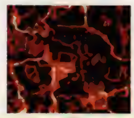
VINYLS

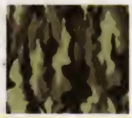
CAMOUFLAGE [12 IN TOTAL]


1/12


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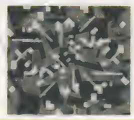

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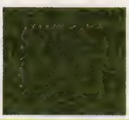

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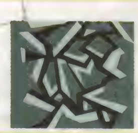

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DECALS

NUMBERS [200 IN TOTAL]

Options 1 through 100, or 00 through 99, are giant numbers written on the side of the car. Options 101 through 200, or 00 through 99, are giant black numbers written on a white background.



DECALS

MANUFACTURER [1 IN TOTAL]

This places your car's manufacturer's logo more prominently on the car. You cannot place a different manufacturer's logo on your car.

THE STREET KING

IT'S NOT A CAREER, IT'S AN ADVENTURE

In the Career mode, you take on the role of Ryan Cooper, who's decided to enter the ProStreet circuit after a life of illegal driving. You start as a nobody, so you've got to show the world what you're made of by putting all of your skills to the test against the best racers around.

Each organization consists of a certain number of Race Day Events. Beat these Race Days to earn cash, parts, and Markers to restore banged-up or even completely totaled cars. You can win each Race Day with the bare minimum amount of points, or you can try to Dominate them by gaining even more points. Meeting Domination requirements is what allows you to really rake in the rewards.



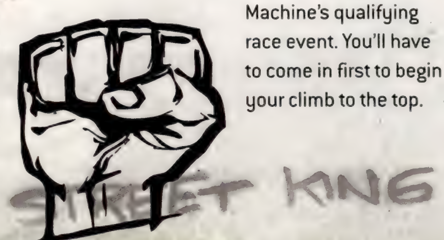
Beat enough of the opposition and you'll get to take on the Kings. The Kings have their own Elite organizations, and by outracing them, you can earn the right to take on the King. Beat a King and you get their ride! Kings are always sporting souped-up monsters, so beating one will definitely give you an edge in future races.

It's all about working your way up to Ryo Watanabe, the Showdown King. Beat him along with the other four Kings to be crowned the Street King, the undefeated racing champ, with all of the money and respect that comes with it.

So what are you waiting for? It's time to get started on your high-speed journey!

D-DAY

This is where your quest starts. Ryan Cooper enters the Battle Machine's qualifying race event. You'll have to come in first to begin your climb to the top.



RACE DAYS

CHICAGO AIRFIELD

SPECS:

Win Reward: N/A
Dominate Reward: $10,000
Races:
Center Field (Grip)

BATTLE MACHINE

Time to make a name for yourself in he first official racing organization! The Battle Machine is where you can learn the ropes of ProStreet, but be wary—the racers here are no slouches. Learn to Dominate races, and you'll be able to win cars, money and Repair Markers to prepare yourself for the later race sets.

RACE DAYS

CHALLENGE: NEVADA

SPECS:

Race Cash Prizes: 1st: $1,800; 2nd: $900; 3rd: $300
- **Win Reward:** N/A
- **Dominate Reward:** $5,000
- **Special Prizes:** Civic (car), Cobalt (car)

Races:
- Cheyenne (Grip)
- Dakota (Time Attack)
- 1/4 Mile Drag
- 1/4 Mile Drag

WILLOW SPRINGS

SPECS:

Race Cash Prizes: 1st: $1,000; 2nd: $600; 3rd: $400
- **Win Reward:** $2,000
- **Dominate Reward:** $5,000
- **Special Prizes:** None

Races:
- Short Circuit C (Grip)
- GP Circuit Revolution
- Short Circuit B (Time Attack)
- Mile Drag

CHICAGO AIRFIELD II

SPECS:

Race Cash Prizes: 1st: $1,800; 2nd: $900; 3rd: $300
- **Win Reward:** $3,000
- **Dominate Reward:** $6,000
- **Special Prizes:** None

Races:
- Airfield Long (Time Attack)
- Center Field Loop (Sector Shootout)
- Center Field Club (Grip Class)
- Airfield GP (Grip)
- Mile Drag
- Mile Drag

PORTLAND INTERNATIONAL RACEWAY

SPECS:

Race Cash Prizes: 1st: $1,500; 2nd: $900; 3rd: $600
- **Win Reward:** $3,000
- **Dominate Reward:** $6,000
- **Special Prizes:** None

Races:
- Mile Drag
- Mile Drag
- GP Circuit (Grip)
- Festival Circuit (Time Attack)

CHALLENGE: TEXAS

SPECS:

Race Cash Prizes: 1st: $2,500; 2nd: $1,500; 3rd: $1,000
- **Win Reward:** N/A
- **Dominate Reward:** $8,500
- **Special Prizes:** 350Z (car), GTI (car)

Races:
- GP Circuit (Time Attack)
- Club Circuit (Grip)
- Short Circuit B (Sector Shootout)
- Short Circuit A (Grip)
- GP Circuit B (Grip)

Chicago Airfield

Specs:

Race Cash Prizes: 1st: $1,200; 2nd: $600; 3rd: $200
- **Win Reward:** $2,000
- **Dominate Reward:** $5,000
- **Special Prizes:** None

Races:
- North Field (Time Attack)
- Center Field Loop (Grip)
- Airfield GP (Grip Class)
- Center Field Club (Time Attack)
- Mile Drag

Portland International Raceway II

Specs:

Race Cash Prizes: 1st: $1,500; 2nd: $900; 3rd: $600
- **Win Reward:** $3,000
- **Dominate Reward:** $6,000
- **Special Prizes:** None

Races:
- GP Circuit (Grip Class)
- Festival Circuit (Sector Shootout)
- Mile Drag
- Mile Drag

Willow Springs II

Specs:

Race Cash Prizes: 1st: $1,500; 2nd: $900; 3rd: $600
- **Win Reward:** $3,000
- **Dominate Reward:** $6,000
- **Special Prizes:** None

Races:
- Short Circuit C (Time Attack)
- Short Circuit A (Grip)
- Short Circuit B (Grip Class)
- GP Circuit (Grip)
- Mile Drag

Nevada Highway II

Specs:

Race Cash Prizes: 1st: $3,000; 2nd: $1,500; 3rd: $500
- **Win Reward:** $3,000
- **Dominate Reward:** $6,000
- **Special Prizes:** None

Races:
- Cheyenne (Time Attack)
- Mile Drag
- Dakota (Grip Class)
- Tornado (Sector Shootout)
- Drift Course B
- Drift course A

Challenge: Willow Springs (Collectors Edition Hub)

Specs:

Race Cash Prizes: 1st: $5,000; 2nd: $3,000; 3rd: $2,000
- **Win Reward:** N/A
- **Dominate Reward:** $12,500
- **Special Prizes:** IS350 (car), Chevelle SS (car)

Races:
- GP Circuit Revolution (Sector Shootout)
- Horse Thief Mile (Sector Shootout)
- Horse Thief Reverse (Time Attack)
- GP Circuit (Time Attack)
- Mile Drag (x2)
- Drift Course B



SUPER PROMOTION SHOWDOWN 1

If you want to make it to the React Team Sessions organization, you've got to go through this last event. Ryo's put together an elite team—the Apex Glide—to put your skills to the test.

RACE DAYS

Showdown: Chicago

Specs:

Race Cash Prizes: 1st: $3,000; 2nd: $1,500; 3rd: $500

Win Reward: N/A

Dominate Reward: $25,000

Special Prizes: Repair Marker (x3), Totaled Markers (x3)

Races:

- Airfield Long (Grip)
- Center Field Loop (Time Attack)
- Mile Drag
- Mile Drag
- Center Field Club (Sector Shootout)



REACT TEAM SESSIONS

This is the middle tier organization. People play for keeps here. You'll need to adapt to new situations, and improve your game to match.

RACE DAYS

Challenge: Autopolis

Specs:

Race Cash Prizes: $3,000; 2nd: $1,800; 3rd: $1,200

Win Reward: N/A

Dominate Reward: $10,000

Special Prizes: GTO (car), G35 (car)

Races:

- Short Circuit (Grip)
- GP Circuit (Grip Class)
- GP Circuit (Sector Shootout)
- Drift Course B
- Drift Course E

Autopolis II

Specs:

Race Cash Prizes: 1st: $2,000; 2nd: $1,200; 3rd: $800

Win Reward: $5,000

Dominate Reward: $11,000

Special Prizes: None

Races:

- Lakeside (Grip)
- Short Circuit (Time Attack)
- Mile Drag
- Drift Course A

Autobahnring

Specs:

Race Cash Prizes: 1st: $2,400; 2nd: $1,200; 3rd: $400

Win Reward: $8,000

Dominate Reward: $16,000

Special Prizes: Repair Marker (x2), Totaled Marker (x2)

Races:

- GP Circuit (Grip)
- A-54 Interloop (Sector Shootout)
- A-54 Express (Grip Class)
- Drift Course A
- Autobahn B (Top Speed Run)
- Autobahnring A (Top Speed Challenge)

Mondello Park II

Specs:

Race Cash Prizes: 1st: $3,000; 2nd: $1,800; 3rd: $1,200

Win Reward: $6,000

Dominate Reward: $12,000

Special Prizes: None

Races:

- Short Circuit A (Grip)
- Club Circuit (Time Attack)
- GP Circuit (Grip)
- Mile Drag

Challenge: Autopolis II (Collectors Edition Hub)

Specs:

Race Cash Prizes: 1st: $7,500; 2nd: $4,500; 3rd: $3,000

Win Reward: N/A

Dominate Reward: $25,000

Special Prizes: Solstice (car), S15 (car)

Races:

- Lakeside (Sector Shootout)
- Short Circuit (Sector Shootout)
- GP Circuit (Time Attack)
- Drift Course B
- Drift Course D
- Drift Course C

Tokyo Dockyard II

Specs:

Race Cash Prizes: 1st; $3,600; 2nd: $1,800; 3rd: $600

Win Reward: $6,000

Dominate Reward: $12,000

Special Prizes: None

Races:

- Iikura Canyon (Time Attack)
- Kiyobashi Attack (Grip)
- Mile Drag
- Route 4 Offramp (Grip Class)
- Drift Course B
- Drift Course A

Autobahnring II

Specs:

Race Cash Prizes: 1st: $4,200; 2nd: $2,100; 3rd: $700

Win Reward: $13,000

Dominate Reward: $26,000

Special Prizes: Repair Marker (x2), Totaled Marker (x2)

Races:

- A-54 Express (Grip)
- GP circuit (Sector Shootout)
- Mile Drag
- Fukushima A (Top Speed Run)
- Fukushima C (Speed Challenge)
- Fukushima B (Top Speed Run)

Tokyo Dockyard

Specs:

Race Cash Prizes: 1st: $2,400; 2nd: $1,200; 3rd: $400

Win Reward: $5,000

Dominate Reward: $11,000

Special Prizes: None

Races:

- Kiyobashi Attack (Sector Shootout)
- Ginza Go (Grip)
- Shimbashi (Time Attack)
- 1/4 Mile Drag
- Drift Course C

Mondello Park

Specs:

Race Cash Prizes: 1st: $3,000; 2nd: $1,800; 3rd: $1,200
Win Reward: $6,000
Dominate Reward: $12,000
Special Prizes: None
Races:
- Short Circuit A (Time Attack)
- Club Circuit (Grip)
- Short Circuit B (Sector Shootout)
- Mile Drag
- Drift Course A
- Drift Course B

Mondello Park III

Specs:

Race Cash Prizes: 1st: $3,500; 2nd: $2,100; 3rd: $1,400
Win Reward: $6,000
Dominate Reward: $12,000
Special Prizes: None
Races:
- GP Circuit (Grip Class)
- Short Circuit A (Grip)
- Club Circuit (Sector Shootout)
- Short Circuit (Time Attack)
- Mile Drag
- Drift Course C

Ebisu

Specs:

Race Cash Prizes: 1st: $3,000; 2nd: $1,800; 3rd: $1,200
Win Reward: $8,000
Dominate Reward: $16,000
Special Prizes: Repair Marker (x2), Totaled Marker (x2)
Races:
- West Course (Sector Shootout)
- South Course (Grip Class)
- Drift Course C
- Drift course A
- Fukushima B (Speed Challenge)
- Fukushima A (Top Speed Run)

Challenge: Ebisu

Specs:

Race Cash Prizes: 1st: $5,500; 2nd: $3,300; 3rd: $2,200
Win Reward: N/A
Dominate Reward: $26,000
Special Prizes: M3 (car), Supra (car)
Races:
- South Course (Grip)
- Togue (Time Attack)
- Drift Course E
- Drift Course G
- Fukushima C (Speed Challenge)
- Fukushima A (Speed Challenge)
- Fukushima B (Top Speed Run)

SUPER PROMOTION SHOWDOWN 2

If you want to make it to the Super Promotion organization proper, you've got to go through this last event. Ryo's Apex Glide team is back, and they're faster than ever!

RACE DAYS

SHOWDOWN: AUTOPOLIS

SPECS:

Race Cash Prizes: 1st: $4,000; 2nd: $2,400; 3rd: $1,600
- **Win Reward:** N/A
- **Dominate Reward:** $40,000
- **Special Prizes:** Repair Marker (x4), Totaled Marker (x4)

Races:
- Short Circuit (Grip Class)
- GP Circuit (Grip)
- Mile Drag
- Drift Course F
- Drift Course A

SUPER PROMOTION

You're almost there. Welcome to Super Promotion, where the hardest event days abound. Train here for admission to compete against the five Elite organizations, and take every lesson you learn with you.

RACE DAYS

CHALLENGE: AUTOBAHNRING

SPECS:

Race Cash Prizes: 1st: $4,800; 2nd: $2,400; 3rd: $800
- **Win Reward:** N/A
- **Dominate Reward:** $15,000
- **Special Prizes:** Viper (car), Skyline R35 (car)

Races:
- A-54 Express (Time Attack)
- A-54 Interloop (Grip)
- Drift Course B
- Drift Course D
- Autobahnring C (Speed Challenge)
- Autobahnring A (Top Speed Run)

INFINEON

SPECS:

Race Cash Prizes: 1st: $3,000; 2nd: $1,800; 3rd: $1,200
- **Win Reward:** $8,000
- **Dominate Reward:** $16,000
- **Special Prizes:** None

Races:
- GP Circuit (Grip Class)
- Long Circuit (Sector Shootout)
- Mile Drag
- Drift Course A

Mondello Park

Specs:

Race Cash Prizes: 1st: $3,000; 2nd: $1,800; 3rd: $1,200
- Win Reward: $9,000
- Dominate Reward: $17,500
- Special Prizes: None

Races:
- GP Circuit (Grip Class)
- Short Circuit (Time Attack)
- Drift Course C
- Drift Course B

Chicago Airfield

Specs:

Race Cash Prizes: 1st: $3,600; 2nd: $1,800; 3rd: $600
- Win Reward: $9,000
- Dominate Reward: $17,500
- Special Prizes: None

Races:
- North Circuit (Grip)
- Airfield Long (Sector Shootout)
- Center Loop (Grip Class)
- Drift Course B
- Drift Course B
- Mile Drag

Ebisu

Specs:

Race Cash Prizes: 1st: $4,500; 2nd; $2,700; 3rd: $1,800
- Win Reward: $11,000
- Dominate Reward: $22,000
- Special Prizes: Repair Marker (x2), Totaled Marker (x2)

Races:
- West Course (Grip Class)
- South Course (Time Attack)
- Fukushima B (Top Speed Run)
- Fukushima A (Speed Challenge)
- Fukushima C (Top Speed Run)

Infineon II

Specs:

Race Cash Prizes: 1st: $4,500; 2nd: $2,700; 3rd: $1,800
- Win Reward: $10,000
- Dominate Reward: $20,000
- Special Prizes: None

Races:
- Short Circuit (Grip Class)
- GP Circuit (Grip)
- Short Circuit (Time Attack)
- Mile Drag
- Drift Course B
- Drift Course A

Challenge: Nevada II (Collectors Edition Hub)

Specs:

Race Cash Prizes: 1st: $12,000; 2nd: $6,000; 3rd: $2,000
- Win Reward: N/A
- Dominate Reward: $27,500
- Special Prizes: Audi RS4 (car), Corvette Z06 (car)

Races:
- Canyon (Grip)
- Cheyenne (Sector Shootout)
- Dakota (Sector Shootout)
- Canyon (Time Attack)
- Mile Drag
- Mile Drag
- Nevada Highway C (Top Speed Run)
- Nevada Highway B (Speed Challenge)
- Nevada Highway A (Top Speed Run)

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Nevada Highway

Specs:

Race Cash Prizes: 1st: $5,400; 2nd: $2,700; 3rd: $900
Win Reward: $13,000
Dominate Reward: $26,000
Special Prizes: Repair Marker (x3), Totaled Marker (x3)
Races:
- Tornado (Grip Class)
- Dakota (Sector Shootout)
- Mile Drag
- Drift Course C
- Nevada Highway B (Speed Challenge)
- Nevada Highway A (Top Speed Run)

Texas World Speedway

Specs:

Race Cash Prizes: 1st: $5,000; 2nd: $3,000; 3rd: $2,000
Win Reward: $12,000
Dominate Reward: $24,000
Special Prizes: None
Races:
- GP Circuit A (Grip)
- Oval Circuit (Grip Class)
- GP Circuit B (Sector Shootout)
- Short Circuit B (Time Attack)
- Drift Course D
- Mile Drag
- Wheelie Competition

Willow Springs

Specs:

Race Cash Prizes: 1st: $3,000; 2nd: $1,800; 3rd: $1,200
Win Reward: $8,000
Dominate Reward: $16,000
Special Prizes: None
Races:
- Horse Thief Mile (Grip Class)
- GP Reverse (Time Attack)
- Mile Drag
- Drift Course B
- Drift Course C
- Drift Course D

Tokyo Dockyard

Specs:

Race Cash Prizes: 1st: $3,600; 2nd: $1,800; 3rd: $600
Win Reward: $8,000
Dominate Reward: $16,000
Special Prizes: None
Races:
- Iikura Canyon (Grip)
- Ginza Go (Grip Class)
- Route 4 Offramp (Sector Shootout)
- Mile Drag
- Wheelie Competition

Autobahnring II

Specs:

Race Cash Prizes: 1st: $5,400; 2nd: $2,700; 3rd: $900
Win Reward: $13,000
Dominate Reward: $26,000
Special Prizes: Repair Marker (x2), Totaled Marker (x2)
Races:
- A-54 Interloop (Time Attack)
- Mile Drag
- Wheelie Competition
- Drift Course C
- Drift Course D
- Autobahnring B (Speed Challenge)
- Autobahnring C (Top Speed Run)

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Portland International Raceway

Specs:

Race Cash Prizes: 1st: $4,500; 2nd: $2,700; 3rd: $1,800
- **Win Reward:** $9,000
- **Dominate Reward:** $17,500
- **Special Prizes:** None

Races:
- Festival Circuit (Grip Class)
- GP Circuit (Sector Shootout)
- Mile Drag
- Mile Drag
- Wheelie Competition
- Drift Course A

Challenge: Infineon (Collectors Edition Hub)

Specs:

Race Cash Prizes: 1st: $10,000; 2nd: $6,000; 3rd: $4,000
- **Win Reward:** N/A
- **Dominate Reward:** $30,000
- **Special Prizes:** NSX (car), Cayman S (car)

Races:
- Short Circuit (Grip)
- GP Circuit (Grip Class)
- Long Circuit (Time Attack)
- GP Circuit (Time Attack)
- Mile Drag
- Wheelie Competition
- Drift Course C
- Drift Course D



Nevada Highway III

Specs:

Race Cash Prizes: 1st: $6,000; 2nd: $3,000; 3rd: $1,000
- **Win Reward:** $15,000
- **Dominate Reward:** $30,000
- **Special Prizes:** Repair Marker (x3), Totaled Marker (x3)

Races:
- Dakota (Grip)
- Canyon (Grip Class)
- Tornado (Time Attack)
- Nevada Highway A (Speed Challenge)
- Nevada Highway C (Speed Challenge)
- Nevada Highway B (Top Speed Run)
- Nevada Highway C (Top Speed Run)

Super Promotion Showdown 3

This event is your final barrier to taking on the Kings freely. Take it to Apex Glide one more time before hitting the big leagues!



Race Days

Showdown: Autobahnring

Specs:

Race Cash Prizes: 1st: $5,400; 2nd: $2,700; 3rd: $900
- **Win Reward:** N/A
- **Dominate Reward:** $50,000
- **Special Prizes:** Repair Marker (x5), Totaled Marker (x5)

Races:
- Autobahn GP (Grip Class)
- Mile Drag
- Drift Course A
- Drift Course B
- Autobahnring A (Speed Challenge)
- Autobahnring C (Top Speed Run)

Noise Bomb

Prepare to live out that movie about the quick, angry cars drifting in Tokyo! The Noise Bomb organization is all about huge drifts and high scores. If you think you can slide with the best of them, Aki Kimura, the Drift King, is ready to take you up on your challenge.

Race Days

Ebisu

Specs:

Race Cash Prizes: 1st: $5,500; 2nd: $3,300; 3rd: $2,200
Win Reward: $5,500
Dominate Reward: $11,000
Special Prizes: Repair Marker (x2), Totaled Marker (x2)

Races:
- Drift Course A
- Drift Course C
- Drift Course B
- Drift Course D
- Drift Course E
- Drift Course G

Autopolis

Specs:

Race Cash Prizes: 1st: $6,500; 2nd: $3,900; 3rd: $2,600
Win Reward: $6,500
Dominate Reward: $13,000
Special Prizes: Repair Marker (x2), Totaled Marker (x2)

Races:
- Drift Course A
- Drift Course B
- Drift Course C
- Drift Course D
- Drift Course E
- Drift Course E

Tokyo Dockyard

Specs:

Race Cash Prizes: 1st: $7,200; 2nd: $3,600; 3rd: $1,200
Win Reward: $7,000
Dominate Reward: $14,000
Special Prizes: Repair Marker (x2), Totaled Marker (x2)

Races:
- Drift Course C
- Drift Course B
- Drift Course A
- Drift Course A
- Drift Course B
- Drift Course C

Autopolis II

(vs. Aki Kimura, the Drift King)

Specs:

Race Cash Prizes: N/A
Win Reward: N/A
Dominate Reward: $50,000
Special Prizes: Repair Marker (x2)

Races:
- Drift Course C
- Drift Course F
- Drift Course E

G EFFECT

A gauntlet of Grip, Sector Shootout and Time Attack races awaits you here as you work your way through the G Effect organization, for the opportunity to challenge Ray Krieger, the Grip King. You'll have to be good at outrunning both the clock and other opponents to survive here.

RACE DAYS

Mondello Park

Specs:

Race Cash Prizes: 1st: $4,500; 2nd: $ 2,700; 3rd: $1,800

Win Reward: $4,500

Dominate Reward: $9,000

Special Prizes: Repair Marker (x2), Totaled Marker (x2)

Races:

- Club Circuit (Grip Class)
- GP Circuit (Grip)
- Short Circuit (Grip Class)
- Short Circuit (Grip)
- GP Circuit (Time Attack)
- GP Circuit (Sector Shootout)

Willow Springs

Specs:

Race Cash Prizes: 1st: $5,500; 2nd: $3,300; 3rd: $2,200

Win Reward: $5,500

Dominate Reward: $11,000

Special Prizes: Repair Marker (x2), Totaled Marker (x2)

Races:

- Short Circuit A (Grip Class)
- GP Circuit (Sector Shootout)
- Short Circuit B (Grip)
- GP Circuit (Grip)
- Horse Thief Mile (Time Attack)
- Short Circuit A (Sector Shootout)

Texas World Speedway

Specs:

Race Cash Prizes: 1st: $5,000; 2nd: $3,000; 3rd: $2,000

Win Reward: $5,000

Dominate Reward: $10,000

Special Prizes: Repair Marker (x2), Totaled Marker (x2)

Races:

- Club Circuit (Grip Class)
- Oval Circuit (Grip)
- Oval Circuit (Time Attack)
- Short Circuit B (Grip)
- GP Circuit B (Time Attack)
- GP Circuit A (Sector Shootout)

Willow Springs II

(vs. Ray Krieger, the Grip King)



Specs:

Race Cash Prizes: N/A

Win Reward: N/A

Dominate Reward: $50,000

Special Prizes: Repair Marker (x2), Totaled Marker (x2)

Races:

- Short Circuit B (Time Attack)
- Horst Thief Reverse (Sector Shootout)
- GP Circuit (Grip)

ROGUE SPEED

The name says it all: if you want to impress the Rogue Speed organization, you'll need to prove that you've got the juice. Get ready for drag race after drag race, with a few Wheelie Challenges thrown in for good measure. At the end of it all is a Wheelie Challenge showdown with Karol Monroe, the Drag King—and she doesn't like losing.

RACE DAYS

Portland International Raceway

Specs:

Race Cash Prizes: 1st: $5,000; 2nd: $3,000; 3rd: $2,000
Win Reward: $5,000
Dominate Reward: $10,000
Special Prizes: Repair Marker (x2), Totaled Marker (x2)

Races:
- Mile Drag
- Mile Drag
- Mile Drag
- Mile Drag
- Mile Drag

Chicago Airfield

Specs:

Race Cash Prizes: 1st: $6,600; 2nd: $3,300; 3rd: $1,100
Win Reward: $6,000
Dominate Reward: $12,000
Special Prizes: Repair Marker (x2), Totaled Marker (x2)

Races:
- Mile Drag
- Mile Drag
- Mile Drag
- Mile Drag
- Mile Drag
- Wheelie Competition

Infineon

Specs:

Race Cash Prizes: 1st: $6,600; 2nd: $3,600; 3rd: $2,400
Win Reward: $6,500
Dominate Reward: $13,000
Special Prizes: Repair Marker (x2), Totaled Marker (x2)

Races:
- Mile Drag
- Mile Drag
- Mile Drag
- Mile Drag
- Wheelie Competition
- Wheelie Competition

Infineon II

(vs. Karol Monroe, the Drag King)

Specs:

Race Cash Prizes: N/A
Win Reward: N/A
Dominate Reward: $50,000
Special Prizes: Repair Marker (x2), Totaled Marker (x2)

Races:
- Wheelie Competition
- Mile Drag
- Mile Drag

NITROCIDE

Where Rogue Speed is about quickness over short tracks, Nitrocide is about endurance speed runs, where one wrong move can total your car instantly. Speed Challenges and Top Speed Runs are the order of the day here, and at the end, you'll face off against Nate Denver, the Speed King. Do you have what it takes?

RACE DAYS

AUTOBAHNRING

SPECS:

Race Cash Prizes: 1st: $14,400; 2nd: $7,700; 3rd: $2,400
Win Reward: $12,000
Dominate Reward: $24,000
Special Prizes: Repair Marker (x5), Totaled Marker (x10)

Races:
- Autobahnring C (Speed Challenge)
- Autobahnring B (Speed Challenge)
- Autobahnring A (Speed Challenge)
- Autobahnring A (Top Speed Run)
- Autobahnring B (Top Speed Run)
- Autobahnring C (Top Speed Run)

NEVADA HIGHWAY

SPECS:

Race Cash Prizes: N/A
Win Reward: N/A
Dominate Reward: N/A
Special Prizes: Repair Marker (x5), Totaled Marker (x10)

Races:
- Nevada Highway C (Speed Challenge)
- Nevada Highway B (Speed Challenge)
- Nevada Highway A (Speed Challenge)
- Nevada Highway A (Top Speed Run)
- Nevada Highway B (Top Speed Run)
- Nevada Highway C (Top Speed Run)

EBISU

SPECS:

Race Cash Prizes: 1st: $13,000; 2nd: $7,800; 3rd: $5,200
Win Reward: $13,000
Dominate Reward: $26,000
Special Prizes: Repair Marker (x5), Totaled Marker (x10)

Races:
- Fukushima C (Speed Challenge)
- Fukushima B (Speed Challenge)
- Fukushima A (Speed Challenge)
- Fukushima A (Top Speed Run)
- Fukushima B (Top Speed Run)
- Fukushima C (Top Speed Run)

NEVADA HIGHWAY II

(vs. Nate Denver, the Speed King)

SPECS:

Race Cash Prizes: N/A
Win Reward: N/A
Dominate Reward: $50,000
Special Prizes: Repair Marker (x5), Totaled Marker (x5)

Races:
- Nevada Highway A (Top Speed Run)
- Nevada Highway B (Top Speed Run)
- Nevada Highway C (Speed Challenge)

RYO: SHOWDOWN KING

This is it—this one's for all the marbles. It's you versus Ryo Watanabe, the current reigning Showdown King, in a series of one-on-one "showdown" races. Beat him, and you'll win his ride. Lose, however, and it's humiliation nation.



RACE DAYS

Showdown: Nevada

(vs. Ryo Watanabe, the Showdown King)

Specs:

Race Cash Prizes: N/A
- **Win Reward:** N/A
- **Dominate Reward:** $150,000
- **Special Prizes:** Repair Marker (x5), Totaled Marker (x5)

Races:
- Nevada Highway C (Speed Challenge)
- Wheelie Competition
- Nevada Highway B (Top Speed Run)
- Mile Drag
- Nevada Highway A (Speed Challenge)

Showdown: Tokyo

(vs. Ryo Watanabe, the Showdown King)

Specs:

Race Cash Prizes: N/A
- **Win Reward:** N/A
- **Dominate Reward:** $300,000
- **Special Prizes:** Repair Marker (x5), Totaled Marker (x5)

Races:
- Iikura Canyon (Time Attack)
- Drift Course A
- Route 4 Offramp (Sector Shootout)
- Drift Course B
- Shimbashi (Grip)



PORTLAND INTERNATIONAL RACEWAY

Freestyle race days are pre built areas which help to create social areas for players to compete online. Additionally they can represent an added solo or split screen challenge without the consequences of having to pay to repair cars and damage. There are a variety of pre tuned bonus cars available for use in any freestyle race day.

This first event of the first circuit (the Battle Machine) is one of the easiest events in the entire game, but it's not without its curveballs. It's actually possible to go *too* fast on its races, to the point where the speed will actually be your undoing when you find yourself unable to slow down fast enough to manage a sharp right-angled turn. Maneuverability in this event is just as important as fulfilling your need for speed.

Two straightforward drag races and two drift showcases round out this event. The drags are self-explanatory. Of the drifts, one is easy, and the other more or less asks you to show what you can do on a straight piece of road. Give it all you've got.

FREESTYLE RACE DAY TIPS

FESTIVAL CIRCUIT (SECTOR SHOOTOUT)

RECORD: 7720 POINTS
TUNE YOUR CAR FOR: HANDLING

This track doesn't have a whole lot of turns, but the ones that it does have are sharp, and come one right after another. A car that has little trouble making turns (especially without having to use the brake often) is recommended here. It's better to expertly navigate the curves and avoid crashing, than trying to be a speed demon, making a mistake, and losing more time than pure speed would have made.

Right out of the gate, you'll have to deal with a couple of sharp turns that will mean heavy damage to your car if you don't manage to take them in time. Take it slow (but not too slow) until you get to a straight path.

The set of hairpin turns at the bottom of your minimap represent a decision you must make. Do you want to go off-course to avoid said turns, or do you want to play it straight, as it were? If the former, then try to break down the rightmost caution sign—it'll put you in a good position for the next turn, and you won't run the risk of crashing straight into the cement pyramid just beyond said signs. If the former, then just take the turns slowly as per usual.

FESTIVAL CIRCUIT (GRIP)

RECORD: 8130 POINTS
TUNE YOUR CAR FOR: POWER

Here, you're not trying to beat times, you're trying to beat cars. The straightaways are your friends, and maintaining a lead is tantamount to victory. You should still pick/manufacture a car with decent turning abilities, but here, top speed is crucial if you want to hold your lead after getting it.

Otherwise, the Sector Shootout tips work here as well. Make sure to weave between cars whenever possible, and block all cars from coming up behind you.

Finally, unless you have a *very* good reason, you should be hitting that nitro the second you turn onto the straightaway (after getting a decent speed going). It's a good idea to save your nitro until this part of any lap, but watch out for the turns after the checkpoint.

GP CIRCUIT (GRIP)

RECORD: 7990 POINTS
TUNE YOUR CAR FOR: POWER, AERO

GP Circuit is pretty much Festival Circuit, only without the first couple of killer turns near the checkpoint. However, the lack of just these two turns make this course so much more friendly for fast and powerful cars, it's not even funny. Nitro boosting at the strip where the checkpoint is located is actually safe now. Therefore, for this race, you'll want a car that can tear down straightaways to make up for any time that might be lost on turns.

Since this is a grip race with a lot of straight track, you'll be spending a lot of time making sure that competing cars don't overtake you. Use your rearview mirror whenever you can, and make yourself a brick wall. At the same time, watch out for people trying to slingshot past you.

GP CIRCUIT (TIME ATTACK)

RECORD: 8050 POINTS
TUNE YOUR CAR FOR: HANDLING

You're fighting the clock again, rather than cars, and even on this course, a car that can only make wide turns can hurt your time more than you might think. Don't skimp on the maneuverability. Being able to maintain your speed in and out of the curves when the other cars can't is key to being able to beat their lap times.

Using nitro to cut the corner at the bottom of the minimap, rather than navigating an extra set of turns, is advisable here.

DRIFT COURSE A

RECORD: 7580 POINTS

There are only a couple of driftable curves on this course, so you'll have to use the clutch in conjunction with the handbrakes in order to maintain your drifts as long as possible. If you have nitro, feel free to use it at the start of the race for a bonus.

It is also possible to do drifts on the straightaway before the actual curves, and doing so is essential to breaking score records. This is where using the nitro near the start will come in handy. Go for high-speed and nitrous drift bonuses.

DRIFT COURSE B

RECORD: 7690 POINTS

Unlike the A Course, this is all one huge scoring zone. If you've got nitro, burn it a few seconds after your car starts moving, then shift into a drift with your handbrake, and the clutch if necessary. High-speed bonuses may come few and far between, but you should be able to get bonus points for long drifts with little trouble on this course.

Track Specifics: Portland

FESTIVAL CIRCUIT

CRITICAL POINT

This turn can pose a serious threat to a racer's through time. Not only is the curve oddly shaped, but also its narrow width and wide-open sides can cause careless drivers to oversteer onto the grass, slowing down progress immensely. Brake early and keep tapping the brakes as needed to maintain maximum control throughout.



CHICANE:



Apply early brake pressure to avoid spinning out of control at the high speed obtained in the previous straight.



KINK/HAIRPIN:



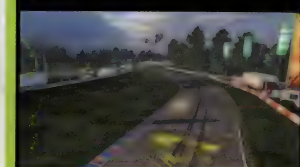
Brake early to avoid losing control and accelerate out the exit as early as possible to gain full speed down the home stretch.

STRAIGHT:



This (mostly) straight lends a great opportunity to gain speed and pass any cars ahead. Likewise, get ready to block any cars that may try passing you, as well.

KINK:

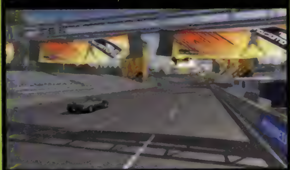


Accelerate and travel smoothly through the inside line of this kink to make up time for the previous critical turn.

Track Specifics: Portland

GP CIRCUIT

STRAIGHT:



Straight: Drive aggressively while accelerating as quickly as possible, weaving through cars ahead and blocking cars coming from behind.

CRITICAL POINT

This turn can pose a serious threat to a racer's through time. Not only is the curve oddly shaped, but also its narrow width and wide-open sides can cause careless drivers to oversteer onto the grass, slowing down progress immensely. Brake early and keep tapping the brakes as needed to maintain maximum control throughout.





KINK/HAIRPIN:



Brake early to avoid losing control and accelerate out the exit as early as possible to gain full speed down the home stretch.

STRAIGHT:



This (mostly) straight lends a great opportunity to gain speed and pass any cars ahead. Likewise, get ready to block any cars that may try passing you, as well.

KINK:



Accelerate and travel smoothly through the inside line of this kink to make up time for the previous critical turn.

Track Specifics: Portland

DRIFT COURSE A



Release the throttle and pop the clutch to pull your nose out of the previous drift and reposition yourself.





Use your speed to initiate a sharp, speedy drift around this bend, firmly countersteering across to maintain stability.



Hit the nitrous and start the track off quickly; the extra speed really helps with the upcoming bend.

Drift Course B



Approach the last corner with high speed for extra points, and let off the throttle if your car starts to veer out of bounds, readjusting your position for maximum stability throughout.



Pop the clutch and execute a sharp drift around the outside of this tight exit point, allowing room to straighten out on exit while racking up big points in the process!





Sharper than the last turn, approach with high speed and initiate a steep drift on the outside, popping the clutch until your nose is pointed toward the inside boundary and then counter steering with the throttle pinned.



Don't turn in too sharply just yet or you might find yourself drifting out of bounds on the inside. Tap the E- brake and initiate a soft drift for early points, letting up on the throttle to readjust as needed.

WILLOW SPRINGS

This event throws a lot of narrow tracks and curves at you, all at once. Cars with good handling are necessary here if you want to stay on the track and ahead of the competition.

FREESTYLE RACE DAY TIPS

HORSE THIEF MILE (GRIP)

RECORD: 8118 POINTS
TUNE YOUR CAR FOR: HANDLING

Ever hear of the "straight and narrow?" Well, one out of two isn't bad. There's precious little track for cars to be racing on here, which means everyone will be bunching up. This race won't go to the fastest competitor, but to those who manage to keep control of their car, stay on the track, and use the narrow space to keep others from passing them.

Make curve navigation your highest priority. You have a bit of a chance to let loose with the Nitrous on the slightly curvy strip of track before the checkpoint, but otherwise, you should play this one safe!

HORSE THIEF REVERSE (GRIP)

RECORD: 7970 POINTS
TUNE YOUR CAR FOR: HANDLING

As the name says, this is Horse thief Mile... in reverse. It's still a Grip race, so all the same tips apply, except now your Nitrous opportunity is just *after* the checkpoint.

GP CIRCUIT (GRIP)

RECORD: 7840 POINTS
TUNE YOUR CAR FOR: HANDLING, AERO

This place is wider than Horse Thief Mile, so making yourself into a wall against other cars is harder. There's a lot of straight track to take advantage of here, but a couple of mean, wide curves to balance it out. It's up to you when to use your Nitrous, but make sure you don't get too used to the straight tracks, and get yourself into a position where you can't get up to speed.

SHORT CIRCUIT C (SECTOR SHOOTOUT)

RECORD: 7950 POINTS
TUNE YOUR CAR FOR: HANDLING, POWER

What you'll need here is a car that can navigate curves well, yet has the power to accelerate to make up for your speed loss on those curves. In other words, fast curve navigation is the key to navigating this Sector Shootout. Don't be afraid to use Nitrous for that extra edge just before sector boundary points.

SHORT CIRCUIT A (TIME ATTACK)

RECORD: 8030 POINTS
TUNE YOUR CAR FOR: HANDLING

Do we need to say why you need to tune your handling? *Look* at that layout. Eighty-five percent of your driving will be made up of turns. Navigate as best you can, but since this is a Time Attack, you're best driving a car that can keep its speed up as well.

You can try to "thread the needle" at the set of curves before the final turn into the checkpoint.

SHORT CIRCUIT C (SECTOR SHOOTOUT)

RECORD: 7950 POINTS
TUNE YOUR CAR FOR: HANDLING, POWER

What you'll need here is a car that can navigate curves well, yet has the power to accelerate to make up for your speed loss on those curves. In other words, fast curve navigation is the key to navigating this Sector Shootout. Don't be afraid to use Nitrous for that extra edge just before sector boundary points.

DRIFT COURSE D

RECORD: 7600 POINTS

This is one of those courses that will teach you how to shift from one drift direction to another very quickly. Keep up and down-shifting to help you maintain speed, and keep shifting your gear up as you drift on the last curve for big points.

DRIFT COURSE E

RECORD: 7440 POINTS
TUNE YOUR CAR FOR: HANDLING, POWER

This is a pretty straightforward drift event. The very wide, large turn, of course, is where you'll be getting most of your points. The key to doing so is to make sure to get enough speed before you hit it, then turn hard before initiating the slide. Using Nitrous for the bonus points is a decent idea. Keep an eye on your performance, shifting gears as necessary to maintain the drift.

Track Specifics: Willow Springs

GP CIRCUIT

SWEEPER:



Apply early brake pressure to avoid spinning out of control at the high speed obtained in the previous straight.

CRITICAL POINT

Sweeper: Maintain maximum speed and sensitive steering through this long sweeper.





SWEEPER:



Maintain your built up high speeds and smoothly steer through the inside of this sweeper for the fastest through time.

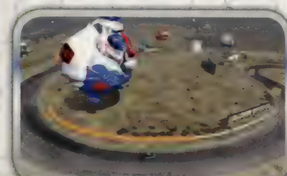
DOWNHILL STRAIGHT:



Use this downhill grade to your advantage and hammer down with as much speed as possible.

CRITICAL POINT

The entry point to this bend has a fairly steep uphill grade, so don't brake more than absolutely necessary to maintain control, or you might find yourself having a difficult time accelerating back up to a respectable speed. Use the downhill exit point to your advantage and rack up as much lost speed as possible before hitting the next section of track.



Track Specifics: Willow Springs

HORSE THIEF MILE

CRITICAL POINT

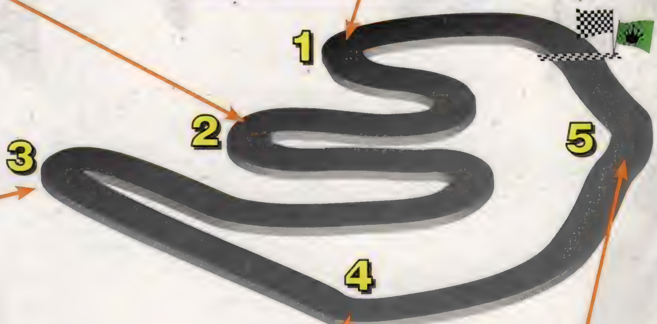
Hairpin: Much like the first hairpin, the elevated apex of places extra strain on your turn as you enter uphill and exit downhill. Brake early through the apex and straighten out in time to accelerate down the exit.



HAIRPIN:



Heavy understeer can become a problem here because of the elevated apex of the turn. Brake early and maintain maximum stability.



CRITICAL POINT

The most crucial hairpin in the track, this turn must be approached with near perfection due to the straights on either side. If you brake too early, than you lose a lot of the speed built up from the previous straight, and if you brake too late then the following straight goes to waste. An outside-to-outside approach finds the safest and most rapid through line.



KINK:



Maintain a high speed through this kink by following the smoothest inside to outside line.

KINK:



While minor, this kink can become the site of a nasty crash if taken too quickly. Tap the brakes before entry to avoid colliding with the outside barrier.

Track Specifics: Willow Springs

SHORT CIRCUIT B

KINK:



Brake early when approaching this turn to avoid a nasty collision with the right barrier, then speed up around the following hairpin.

DOUBLE APEX:



Treat this double apex as a constant radius, entering from the outside, and exiting from the outside, only cutting in when turning the corners.



KINK SERIES:



Slightly dab the brakes while riding a smooth line through the inside of the corners here.

CRITICAL POINT

Decreasing radius turns like this can often become the cause of spinouts and collisions. Instead of braking early like with most turns, your safest line through requires that you brake and turn late during a late apex, from outside-to-outside. Remain on the outside through the exit and hammer down the following straight.



90-DEGREE TURN:



Follow an outside-to-outside approach, cutting in across the inside corner to save through time.

Track Specifics: Willow Springs

SHORT CIRCUIT A

DECREASING RADIUS:



Approach this turn with a late apex, brake late, and turn late, shooting down toward the outside of the exit.

KINK:

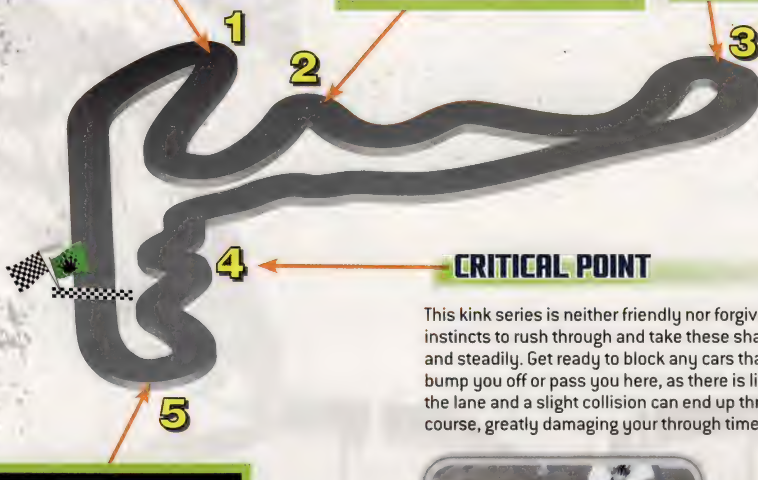


Understeer can be a problem here if approached too quickly. Brake early, and accelerate quickly on exit.

HAIRPIN:

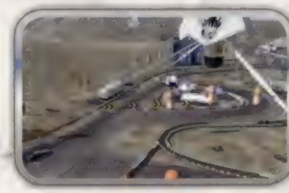


The elevation of this hairpin helps alleviate some of the turning stress, allowing you to retain more speed throughout.



CRITICAL POINT

This kink series is neither friendly nor forgiving. Fight your instincts to rush through and take these sharp turns slowly and steadily. Get ready to block any cars that might try to bump you off or pass you here, as there is little room in the lane and a slight collision can end up throwing you off course, greatly damaging your through time.



SWEEPER:



Retain as much speed as you can through this sweeper, employing sensitive steering over hard braking.

Track Specifics: Willow Springs

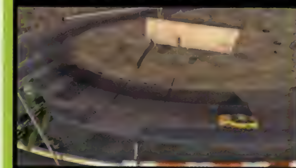
SHORT CIRCUIT C

SWEEPER:



Retain as much speed as you can through this sweeper, employing sensitive steering over hard braking.

DECREASING RADIUS:



Approach this turn with a late apex, brake late, and turn late, shooting down toward the outside of the exit.



KINK:



Brake early to avoid colliding with the right barrier.

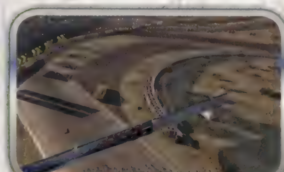
90-DEGREE TURN:



Follow an outside to outside classic racing line around this soft turn.

CRITICAL POINT

This hairpin takes a bit more finesse to navigate due to its entry and exit points curved track. An early apex finds the smoothest line through, allowing you to maintain stability and modest speed.



Track Specifics: Willow Springs

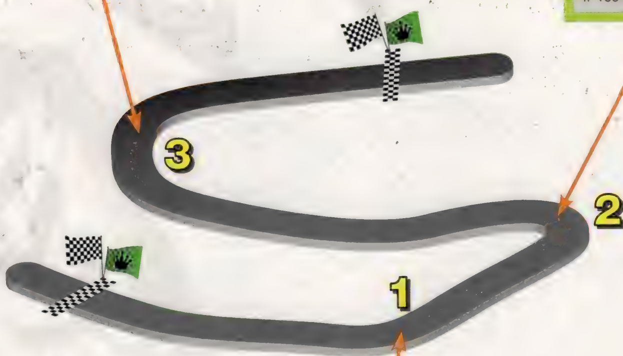
Drift Course B



Remain on the outside through this final sweeper, retaining a high-speed drift right through the finish line.



Pop the clutch and steer in hard around this corner, blasting your nitrous on exit if you need to get back up to speed.





Begin drifting on the outside, but don't turn in too steeply just yet. You need to have the speed built up in order to navigate the sharp corner ahead.

Track Specifics: Willow Springs

DRIFT COURSE C



Approach this sweeper from the inside, as the angled road can throw off your drift tability.



Use the large corner here to execute a very fast, very steep drift for massive points!

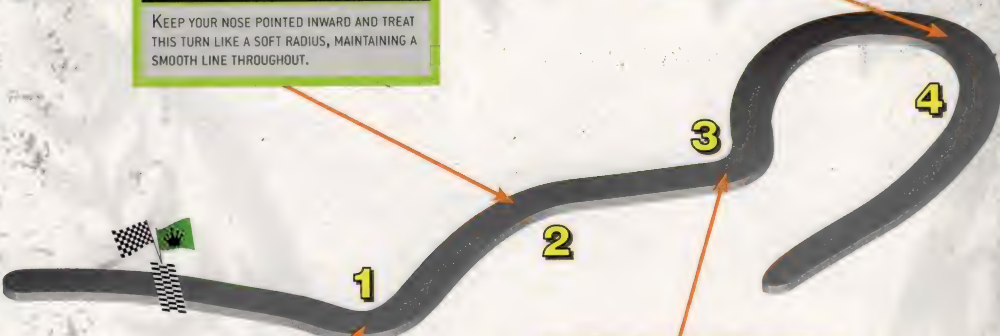




Pop the clutch and angle the car so that your nose is tracing the inside boundary line. Countersteering for maximum control.

Track Specifics: Willow Springs

DRIFT COURSE D





Hold in the clutch and drift sharply around this first bend so that you have enough room to ease off the throttle and avoid the no-score-zone grassy patches to the right.



Keep your nose pointed inward and treat this turn like a soft radius, maintaining a smooth line throughout.



Don't turn too late or your tail-end could smash into the right-hand barrier and throw off your drift for the following sweeper.



This sweeper, you can hit the E-brake, angle your car into a sweet spot, and then hold the countersteer and throttle right through the finish line.

Track Specifics: Willow Springs

DRIFT COURSE E



Don't wait until the first turn to start accumulating drift points. Boost your speed and slightly drift back and forth down the straight for early scoring.



Sustaining a solid, steady drift is key here. Pin the throttle and countersteer as soon as a good angle is achieved.





Tap the e-brake and push toward the outside around this corner, maintaining a high speed while drifting back and forth down the following straight.

CHICAGO AIRFIELD

This is one of those events where only practice will make you better. There are fewer curves here than in Willow Springs, but they're all more deviously placed. One bad turn can turn you into a 300 Horsepower Pinball of Doom, so watch your gas usage out there!

FREESTYLE RACE DAY TIPS

AIRFIELD LONG (GRIP)

RECORD: 8100 POINTS
TUNE YOUR CAR FOR: POWER, AERO

With all of this straight track, you can afford to bring a mean machine to this road fight. Use your drifting or braking skills to handle the two big curves at each end, and tear down the straight/barely curved parts as fast as you can. You'll be walking home with gold before you know it. Just make sure to know when to let up on the gas on the small curves, or you'll be bouncing like a pinball all around this enclosed course.

NORTH FIELD (GRIP)

RECORD: 7990 POINTS
TUNE YOUR CAR FOR: HANDLING, AERO

This track requires a bit more maneuvering than Airfield Long, but is otherwise the same concept. Handle curves with care, and take advantage of all the straight track you've got. Looking at the track layout, you'll notice that one curve in particular might give you problems – and you'd be right. Again, drifting skills help here, but if you have to slow down to a crawl to navigate it, no jury in the world would convict you.

NORTH FIELD (SECTOR SHOOTOUT)

RECORD: 7660 POINTS
TUNE YOUR CAR FOR: HANDLING, POWER

To Dominate this Shootout, you're going to have to do everything in the Grip version of this race, only faster and without bumping into things that will set you spinning. About all we can say here is to work on your drifting skills, and don't get too greedy on the gas. Practice makes perfect.

AIRFIELD GP (SECTOR SHOOTOUT)

RECORD: 7660 POINTS
TUNE YOUR CAR FOR: HANDLING

As in North Field—drifting, gas management, practice. Sector Shootouts are a bit tougher on narrow tracks. This track starts out wide for the first sector. Take advantage of your extra maneuverability to get an easy sector record.

AIRFIELD GP [TIME ATTACK]

RECORD: 8060 POINTS
TUNE YOUR CAR FOR: HANDLING, POWER

Use the wide starting track to get a good speedy start, and maybe even take out a car or two. Otherwise, remember that staying on the track is more important than speed. At the same time, don't go at a snail's pace; learn how to handle each and every curve. You're racing others peoples' times, after all. Practice.

DRIFT COURSE A

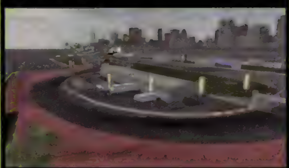
RECORD: 7580 POINTS

Note the narrow track. Playing with your gearshift is the key to victory here. You can slide all along the course, while shifting up and down as your sole means of maintaining both your speed and the drift. It shouldn't be too hard to get a Stayed On Track bonus here.

Track Specifics: Chicago Airfield

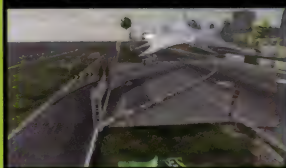
CENTER FIELD LOOP

SWEEPER:



This sharp sweeper can throw you into oversteer if not handled properly. Because of the space available, try drifting so that you can keep your speed high throughout.

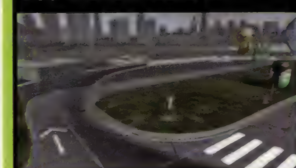
CHICANE:



Retain the high speed built up from the previous straight by following the smoothest line through this wide chicane, shooting down the straight that follows.

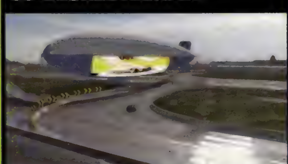


180-DEGREE HAIRPIN:



Early apex to find the smoothest line around this hairpin while keeping an eye out for passing cars.

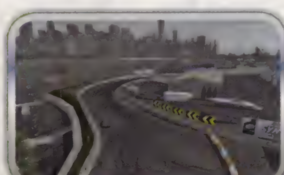
90-DEGREE HAIRPIN:



Brake early and turn sharply on the inside of this apex, allowing more rapid acceleration on the exit toward the small straightaway ahead.

CRITICAL POINT

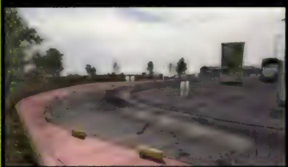
Don't get caught into braking too much during this kink series, or you can lose serious time on your lap. Ease off the pedal and tap the brakes to retain control but also keep the speed up. Your worst enemy here is other cars creeping up on you in the tight lane throughout. Bump them off if they try to cut in too roughly.



Track Specifics: Chicago Airfield

AIRFIELD GP

SWEEPER:



This sharp sweeper can throw you into oversteer if not handled properly, causing your car to crash into the obstacles on the side. Drift or brake as needed to retain maximum control.

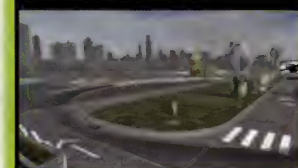
90-DEGREE HAIRPIN:



Brake early or risk disaster with this sharp, walled turn. Hug the inside apex and shoot toward the outside on exit.



180-DEGREE HAIRPIN:



Early apex to find the smoothest line around this hairpin while keeping an eye out for passing cars.

CHICANE:



This chicane can threaten your through time from the previous straight if handled poorly. Dab the brakes if needed and smoothly shoot down the middle, turning as little as possible.

CRITICAL POINT

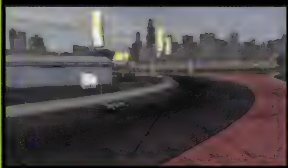
Don't get caught into braking too much during this kink series, or you can lose serious time on your lap. Ease off the pedal and tap the brakes to retain control but also keep the speed up. Your worst enemy here is other cars creeping up on you in the tight lane throughout. Bump them off if they try to cut in too roughly.



Track Specifics: Chicago Airfield

CENTER FIELD CLUB

SWEEPER:



Maintain control on the inside and avoid getting clipped on the outer rim of the exit gate.

STRAIGHT:



The home stretch. Hammer down and block any would-be passers.



180-DEGREE HAIRPIN:



Tap the brakes early and ride it fast, smooth, and inside.

CHICANE:



Speed through from corner to corner in order to find the smoothest line through.

CRITICAL POINT

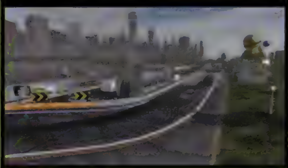
Despite the wide lane width, this turn can pose danger if taken too quickly. Brake early and hammer down on exit to take full advantage of the following straight. Avoid allowing other cars to push you toward the outside, as well.



Track Specifics: Chicago Airfield

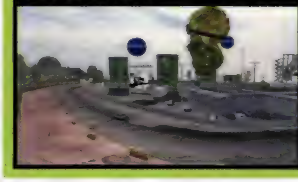
NORTH FIELD

CHICANES:



Hug the inside corner of the entrance and then swing out down the straight and back through the inside of the exit corner to minimize braking and turning.

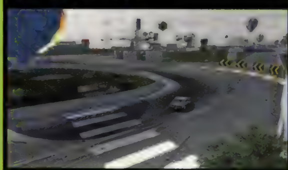
DOUBLE APEX:



Much like a sweeper, hug the insides of the entrance and exit points while speeding through the outside of the middle for the smoothest, fastest line.

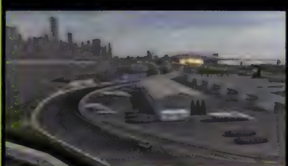


90-DEGREE TURN:



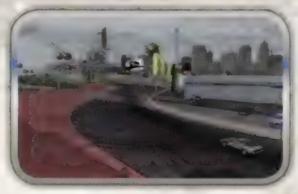
Brake hard and early or drift if no cars are nearby to bump you. The sharp turnaround of this corner can send you into a dismal total if handled poorly.

SWEEPER:



Use the lane's width to your advantage in this turn, minimizing braking necessity and retaining the highest speed possible for the straight ahead.

CRITICAL POINT



More of a blessing than a curse, use the kink in this sweeper as an opportunity to straighten out and gain more top speed. With such wide lanes, again be sure to watch any cars around you and brake as little as possible in order to gain the advantage further down the track.

Track Specifics: Chicago Airfield

DRIFT COURSE A



With the finish line just ahead, maintain the drift in any direction necessary to cross the line with a clean score.



Change direction if you start closing in too quickly on the inside wall, just be sure to stay within the track lane to avoid losing points.





Prepare for the heavy turnaround ahead by letting up on the accelerator and veering sharply to the left. Once turned, speed up the drift to keep in motion.



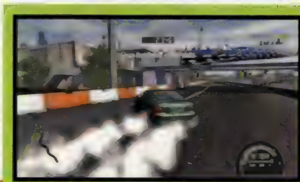
Begin drift here, with a slight pull to the right.

Track Specifics: Chicago Airfield

DRIFT COURSE C



Change direction toward the left.



Use the wide lane to your advantage in finishing off another clean drift run.





And back with a sharp right drift.



Drift to the right in order to ready your position for the first turn ahead.

EBISU

In Ebisu, you'll either be going very fast, or turning a lot. With the exception of the final course, these actions are mutually exclusive. Bring your fastest and most maneuverable cars to this event.

FREESTYLE RACE DAY TIPS

WEST COURSE (GRIP)

RECORD: 8390 POINTS
TUNE YOUR CAR FOR: HANDLING, AERO

There's lots of straight track here, but the turns you do have to take are tough. Drift like you've never drifted before (or just brake-turn very carefully), and make up for lost time on the straightaways.

WEST COURSE (TIME ATTACK)

RECORD: 8820 POINTS
TUNE YOUR CAR FOR: HANDLING, AERO

You're fighting the clock instead of cars, but the strategy here is no different than in the Grip race. Drift (or basic turn if your car is *just that good* at it), then speed. A maneuverable car is a must.

DRIFT COURSE A

RECORD: 7830 POINTS

More wide curves mean lots of drift points! Gobble up all you can. This track's of standard width as well, so use basic drift skills to dominate. The only thing to practice at is changing direction while staying on the track.

DRIFT COURSE B

RECORD: 8060 POINTS

More wide curves mean lots of drift points! Gobble up all you can. This track's of standard width as well, so use basic drift skills to dominate. The only thing to practice at is changing direction while staying on the track.

DRIFT COURSE C

RECORD: 7910 POINTS

You have a choice here about which path to take before reaching the finish line. One has an extra curve, which means an extra drift opportunity. The other oneƐ does not. We trust you'll make the right decision, especially since most of this track is straight. Go for a Nitrous Drift bonus and repeated left-right swerves until you get to that point.

DRIFT COURSE F

RECORD: 8050 POINTS

This is another one of those events that teach you how to rapidly shift drift directions.

Use your gearshift wisely, and keep your car rolling. There's not a lot of track to get bonuses in here, so use what you can. Nitrous Drift and Stay On Track bonuses should be yours.

FUKUSHIMA A (SPEED CHALLENGE)

RECORD: 8550 POINTS
TUNE YOUR CAR FOR: HANDLING, AERO

Mind you, since this is a Speed-type race, your car should already be natively fast.

The curves here are shallow, so you'll be able to concentrate on keeping your speed up. That said, dart your eyes to the minimap for a split second when you think it's safe, to make sure you're not tripped up by a turn you didn't see.

FUKUSHIMA C (TOP SPEED RUN)

RECORD: 8370 POINTS
TUNE YOUR CAR FOR: HANDLING

You're fighting the clock instead of cars, but the strategy here is no different than in the Grip race. Drift (or basic turn if your car is *just that good* at it), then speed. A maneuverable car is a must.

Track Specifics: Ebisu

TOGUE COURSE



HAIRPIN:



Late apex into this turn, maintaining just enough stability to navigate the kink at the exit cute without compromising too much speed on the uphill grade.

KINK:



Retain high speeds through this kink, employing sensitive steering over braking.

HAIRPIN:

This unforgiving hairpin must also be approached with stability over speed. With such a sharp turnaround, high speeds pose too much danger.

CONSTANT RADIUS:



Again, the steep downhill grade makes navigating sharp turns much more difficult. Stability over speed with an outside- to- outside line here.

CRITICAL POINT

Because of the steep downhill grade of the track leading toward this hairpin, it can be easy to race through too quickly and lose traction with the road. Hit the brakes early so that you can start regaining speed as quickly as possible upon exit.



Track Specifics: Ebisu

FUKUSHIMA A

SWEEPER:



With all the turning in this track, you want to retain maximum speed whenever possible. Employ maximum speed through this sweeper and employ slight steering throughout.

CRITICAL POINT

Kink: Use this opportunity to pass any cars up ahead before reaching the narrow tunnel.



KINK:



Speed right through this kink toward the home stretch.



SWEEPER:



Turn with as little movements as possible through this sweeper to avoid losing maximum traction with the road.

CRITICAL POINT

This section of track can be tricky to navigate when other racers are nearby. The slightly downhill grade and curve to the road makes blocking very important here, as any bump to your side can easily throw you off course.



FUKUSHIMA B

CRITICAL POINT

While this section of track is a straight shot, it can be tricky to navigate around other racers due to its thin width. Avoid the unpaved lane to the right as it really slows down your speed and make sure to block at all costs, as there is little room for clean passing. Further down the road, there is an unpaved middle lane, as well!



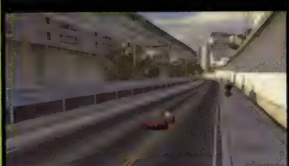
SWEEPER:



Maintain maximum speed throughout, keeping to the right to avoid the bad patch of road up top.



KINK:



Watch for others cars trying to bump you and slow down your time around this kink.

SWEEPER:



With much more breathing room in the lanes around this bend, more cars may attempt to pass by. Use this opportunity to block them, as well as passing any cars that may be ahead of you still.

STRAIGHT:



This unforgiving hairpin must also be Hammer down the home stretch.

Track Specifics: Ebisu

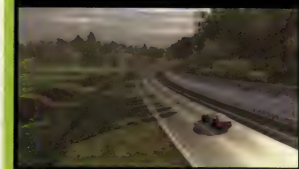
FUKUSHIMA C

CRITICAL POINT

The thin lane, sections of tunnel, and constant weaving back and forth here really test your skills at the wheel. Don't become overzealous with steering, tackling just one turn at a time.



KINK SERIES:



At such high speeds, these kink series can really ramp up the difficulty of maintaining stability throughout. Sensitive steering, as with all high-speed tracks, is key.

SWEEPER:



Stick to the smoothest line through, passing up cars ahead as needed.

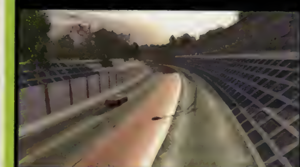


KINK:



Use this first part of track to muscle your way up front and accelerate to top speed.

SWEEPER:



Retain a very slight leftward steer around this bend and then hammer down the following home stretch.

Track Specifics: Ebisu

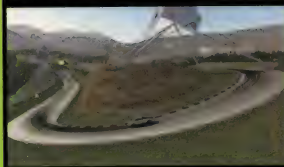
WEST COURSE

KINK:



Steer through the inside and hammer down the following straight!

SWEEPER:



Briefly tap the brakes as needed and follow the smoothest line through, retaining as high a speed as possible throughout.

180-DEGREE HAIRPIN:



Brake hard and late apex through this.



KINK:



An outside- to- outside line reduces the need for much braking.

CRITICAL POINT



This hairpin series can be very dangerous if you let it. Each bend is very sharp, and after coming right out of a straight at high speeds, these turns can ruin your chance of winning if taken too quickly. Brake hard coming into the first turn and retain maximum stability up until exit, where you need to hammer down and regain as much speed as possible before the next turn.

Track Specifics: Ebisu

DRIFT COURSE A



Again, swing out wide and turn in sharp to navigate this hairpin with enough control to tackle the home stretch.





Ease off the accelerator, tap the E-brake and turn in sharp while swinging on the outside to take this turn with the sharpest angle possible.



Build up as much speed as you can down this straight, as the following hairpins can slow down your time if you aren't going fast enough to recover from them.

Track Specifics: Ebisu

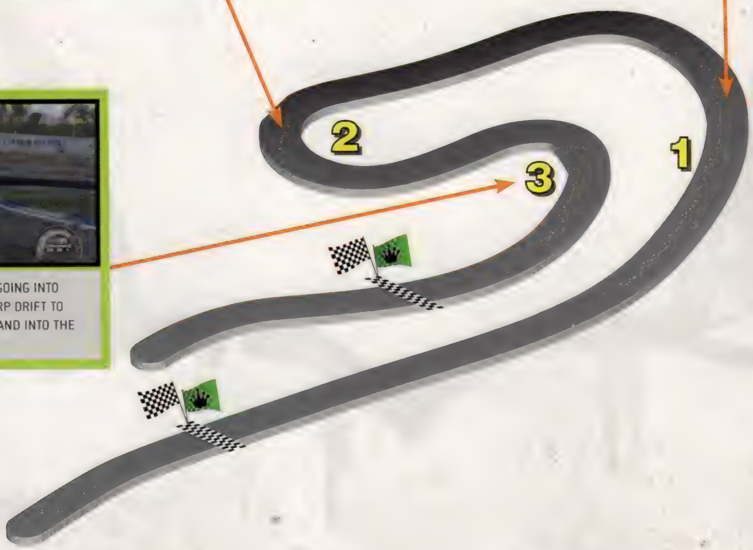
DRIFT COURSE B



Initiate your drift around the outside of the first corner you encounter to give yourself some space to navigate the short straight that comes after.



Brake before entering this turn and then tap the E-brake and steer to the left to avoid running off course during this sharp bend.





Tap the brakes again when going into this turn and execute a sharp drift to the right, around the bend and into the finish line.

Track Specifics: Ebisu

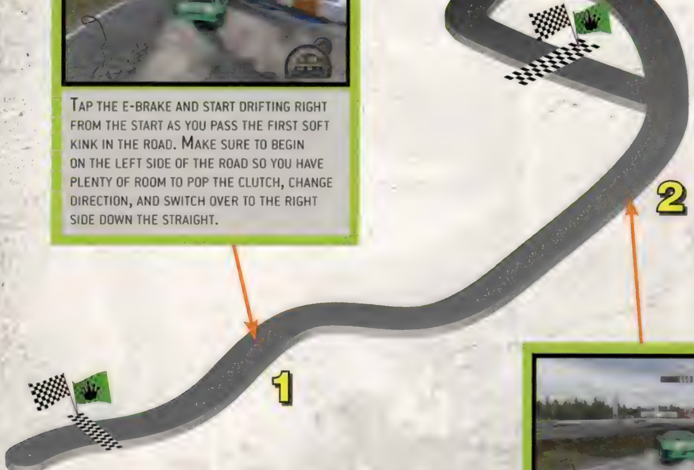
DRIFT COURSE C



Turn hard into the turn as you shoot around while countersteering and pinning the throttle for maximum points.



Tap the e-brake and start drifting right from the start as you pass the first soft kink in the road. Make sure to begin on the left side of the road so you have plenty of room to pop the clutch, change direction, and switch over to the right side down the straight.





As you reach the entrance of the turnaround, bring your drift up toward the inside of the apex and position the nose of your car along the inside boundary.

Track Specifics: Ebisu

DRIFT COURSE D



Pay attention to the drift markers! Don't follow the hairpin, as it is going in the wrong direction! Switch direction at the apex and veer toward the left across the final line.



Pop the clutch and trace the inside boundary around this hairpin, countersteering with the throttle pinned for maximum stability throughout.





This dangerous corner can spell disaster if mishandled. Shoot toward the outside of the apex and tap the E-brake to execute a quick leftward drift, letting up on the throttle and popping the clutch to switch drift direction around the following bend.



While not a major corner, initiate an early, soft drift to keep the points rolling in, but don't turn in too sharp, as you need to gain speed on the following straight.

Track Specifics: Ebisu

DRIFT COURSE E





Maintain a soft midway drift around the exit of this section, enabling you to easily stabilize your momentum as you approach the finish line.



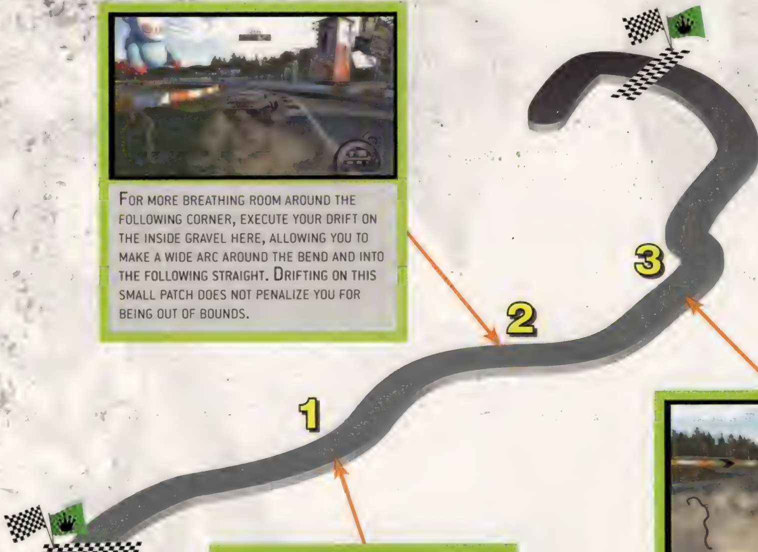
Build up your speed right away, as this first sweeper requires a good amount of speed to be navigated properly. Pop the clutch and begin tracing the inside line of the bend.



Don't get caught up in this dangerous chicane. Tap the e-brake to further intensify the angle of your drift, then release the throttle near the exit chute to regain stability as you continue down the track.

Track Specifics: Ebisu

DRIFT COURSE F



For more breathing room around the following corner, execute your drift on the inside gravel here, allowing you to make a wide arc around the bend and into the following straight. Drifting on this small patch does not penalize you for being out of bounds.



Avoid crashing into the brake markers here by tapping the E-brake and veering sharply to the left, then pop the clutch and quickly change direction back to the right and down toward the finish line.



Start racking up points early by gently popping the clutch and initiating a soft leftward drift, remaining on the outside so that the following corner can be navigated from a strong entry point.

Track Specifics: Ebisu

DRIFT COURSE G



Keep drifting through this kink series with a smooth back-and-forth motion, maintained by popping the clutch and gently moving from side to side throughout. Keep the throttle pinned to maintain speed.

HAIRPIN:



Your downhill momentum can make navigating this hairpin difficult. Slow down prior to entry and initiate drift around the outside corner, turning in sharply around the bend, then sliding down across the finish line.





Blast your nitrous on start, as you don't have much time to gain speed before this first turn. Tap the e-brake later in the turn to avoid losing stability and maintain a smooth midway drift, popping the clutch and changing direction through the kink ahead.



Hit the e-brake and shove your nose into the inner boundary around this kink, letting off the throttle just toward the end to reposition yourself down the following kink.



Slow down before entering this very sharp hairpin or prepare to get thrown off course. Tap the e-brake on entry and sharply drift around to the exit point, letting up on the throttle until you are able to maintain control through the following section.

MONDELLO PARK

There's only one Grip event here – the rest are either Drift events, or racing against the clock. Either way, there are no easy wins to be had here unless you are very, *very* good at drifting in general. Practice this vital skill.

FREESTYLE RACE DAY TIPS

GP CIRCUIT (GRIP)

RECORD: 8700 POINTS
TUNE YOUR CAR FOR: HANDLING

One word sums up this track: spaghetti. Be glad this is a Grip race, and not an event where you have to beat the clock. Get your most maneuverable car on that road, and watch all of your turns. If you're the type that drifts through your turns, then this track will make you a drifting *master*.

SHORT CIRCUIT A (TIME ATTACK)

RECORD: 8680 POINTS
TUNE YOUR CAR FOR: HANDLING

Even though this is a Time Attack, a powerful car won't really win you this race—in fact, it can actually be your downfall as this track is short, small, and has turns that always come up before you expect them to.

Use every safe turning trick you know of to survive this track, and beat everyone else's time.

CLUB CIRCUIT (TIME ATTACK)

RECORD: 8050 POINTS
TUNE YOUR CAR FOR: HANDLING, AERO

This is as easy as it gets in Mondello Park. The few hard turns on this course can be overcome by a good drift/powerslide, and there are a couple of good places to let loose with the Nitrous. Take advantage.

SHORT CIRCUIT B (SECTOR SHOOTOUT)

RECORD: 8150 POINTS
TUNE YOUR CAR FOR: HANDLING

Even though this is a Sector Shootout, a powerful car won't really win you this race—in fact, it can actually be your downfall as this track is short, small, and has turns that always come up before you expect them to.

Use every safe turning trick you know of to survive this track, and beat everyone else's time. Go for the Domination to stay relatively safe in points.

CLUB CIRCUIT (SECTOR SHOOTOUT)

RECORD: 8440 POINTS
TUNE YOUR CAR FOR: HANDLING, AERO

Everything that applies in the Time Attack version of this race applies here.

DRIFT COURSE A

RECORD: 8440 POINTS

You can swerve left and right for the straight part of the track, but once the curves start, speed in (use a Nitrous for a bonus) and slide away. For the last curve, turn hard into a slide so that you stay on the track.

DRIFT COURSE B

RECORD: 7980 POINTS

Use mid-sized turns into your slides, and gradually shift up your gear so you can manage these wide drift turns.

Track Specifics: Mondello Park

CLUB CIRCUIT

KINK SERIES:



Maintain a smooth inside line throughout retaining a high speed.

SWEEPER:

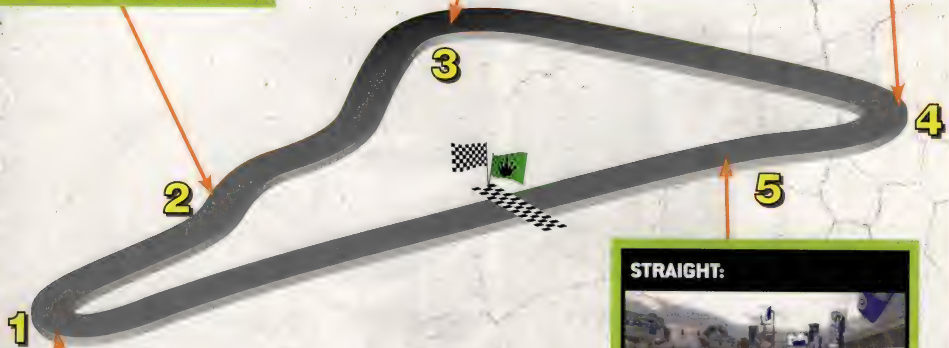


Dab the brakes and steer on the inside of this sweeper for the fastest through time.

CONSTANT RADIUS:



Navigate a smooth, classic line around this sharp radius, tapping the brakes as needed to maintain stability.



STRAIGHT:



Hammer down the home stretch! Block aggressively, as racers in the back can use this opportunity to attempt a pass.

CRITICAL POINT

It's important to late apex into this hairpin so that you have time to straighten out and prepare yourself for the kink series up ahead. Do not attempt to pass any racers at this point as the lane is so thin that there is too much danger of getting bumped off course.



Track Specifics: Mondello Park

GP CIRCUIT

DECREASING RADIUS:



Fight the temptation to brake too early and save it for the latter part of the turn, transitioning to the outside of the exit and hammering down the home stretch.

CRITICAL POINT

180- Degree Hairpin: Late apex around this hairpin and straighten out in time to gain some speed and navigate the kink ahead.





DOUBLE APEX:



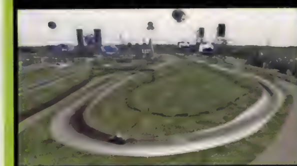
Outside- to- outside finds the fastest route around this double apex. Don't turn too sharply at each corner, instead employing a wider arc of sensitive steering.

CRITICAL POINT

While only a small section of the track, this chicane very suddenly and steeply changes the direction of the track. Brake at the entrance and build your speed back up through the exit chute.



DECREASING RADIUS:



Late apex and brake late around this turn in order to find the best route through the exit chute.

Track Specifics: Mondello Park

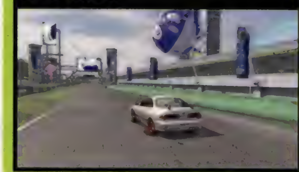
SHORT CIRCUIT B

DECREASING RADIUS:



Braking late in the turn with a late apex finds the fastest through time.

STRAIGHT:



Hammer down!

SWEEPER:

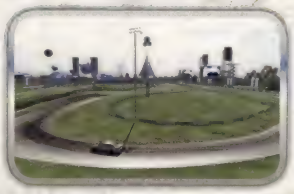


Tap the brakes and steer through the inside.



CRITICAL POINT

This turn is a bit trickier than it appears at first. While your natural reaction is to turn early on to gain maximum control right away, this actually hurts your through time. Brake hard late in the turn and straighten out quickly to make the most of the following straight.



CONSTANT RADIUS:



Navigate a smooth inside line.

WELCOME
BEFORE HITTING THE TRACK
DRIVING ESSENTIALS
COLLECTORS GUIDE TO CARS
UPGRADES AND CUSTOMIZATIONS
THE STREET KING
THE TRACKS
THE ONLINE GAME

Track Specifics: Mondello Park

SHORT CIRCUIT A

KINK:

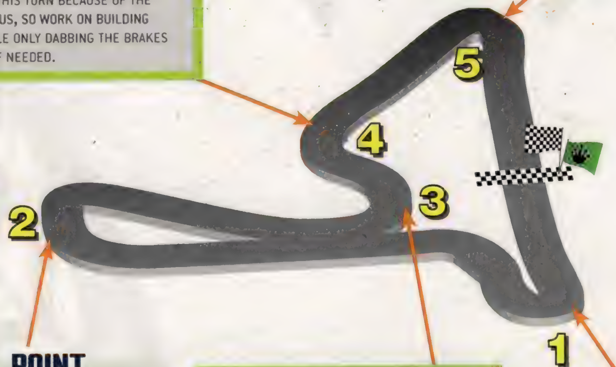


Your speed shouldn't be too high when approaching this turn because of the previous radius, so work on building up speed while only dabbing the brakes throughout if needed.

DECREASING RADIUS:



Braking late in the turn with a late apex finds the fastest through time.



CRITICAL POINT

This turn has the most impact on your total lap speed compared to the other sections of track. To save time, brake and turn late, straightening out quickly on exit to gain early advantage of the smooth road ahead.



CONSTANT RADIUS:



This bend is sharper than it may seem at high speeds. Tap the brakes for more stability and straighten out in time to navigate the kink ahead.

180-DEGREE HAIRPIN:



Late apex through this hairpin for the fastest through time.

Track Specifics: Mondello Park

DRIFT COURSE A



Don't worry if your rear wheels bump off the track a little bit. As long as your front wheels keep contact with the road the points keep rolling in.

A combination of popping the clutch and tapping the e-brake helps to execute the sharp change of direction before the finish line.

Start the track off with a sharply angled drift by tapping the e-brake and positioning your nose along the inside boundary.

DRIFT COURSE B



Release the throttle and reposition yourself with more control to drift through the kinks accordingly.



Find the smoothest line and countersteer with the throttle pinned as soon as your angle has adjusted.





Pop the clutch and turn in almost parallel to the inside boundary line, with your nose tracing the curve's path. Countersteer when you achieve the right angle.

Track Specifics: Mondello Park

DRIFT COURSE C



Don't be afraid to cut in sharp against this corner, as the patch of road up and to the left gives you some leeway to pop the clutch and change direction toward the next section.





Soft and speedy fishtail drifting helps you earn points through this thin path.



Pop the clutch and initiate a hard drift around the outside of this hairpin, giving yourself room to drift back down toward the inside of the finish line.

AUTOPOLIS

This is another event where drifting and cars with good handling statistics will serve you well. You probably won't be going very fast on most of these tracks, so concentrate on getting the turns down to a science.

FREESTYLE RACE DAY TIPS

SHORT CIRCUIT (GRIP)

RECORD: 8680 POINTS
TUNE YOUR CAR FOR: HANDLING, AERO

E-brake turn on the few knots of turns that you face, and zoom on the straight parts. You may lose time on these turns, but you will make it up on the rest of the track. The straightaway that contains the checkpoint is a good Nitrous opportunity. This is pretty straightforward stuff, all told, and a grip race besides, with a fairly wide track. Don't let others pass you; keep an eye on the rearview mirror.

LAKESIDE (GRIP)

RECORD: 8700 POINTS
TUNE YOUR CAR FOR: HANDLING, POWER

This course is full of mild turns. That's easy to overcome, but staying up to speed is the only tricky part. Don't worry too much about the track's "alternate route" as shown on the layout—it's cut off.

GP CIRCUIT (SECTOR SHOOTOUT)

RECORD: 8190 POINTS
TUNE YOUR CAR FOR: HANDLING

This is another one of those courses with positively crazy turns. You'll have to practice and use your most maneuverable car in order to be able to Dominate here.

LAKESIDE (TIME ATTACK)

RECORD: 8360 POINTS
TUNE YOUR CAR FOR: HANDLING, POWER

This's pretty much the same as the Grip version. The "alternate route" is cut off here as well.

DRIFT COURSE A

RECORD: 8050 POINTS

You can swerve left and right for the straight part of the track, but once the curves start, speed in (use a Nitrous for a bonus) and slide away. For the last curve, turn hard into a slide so that you stay on the track.

DRIFT COURSE D

RECORD: 7940 POINTS

Wide curves mean wide drifts. Speed in, and gradually adjust your turns and gear so that you can get all of the prolonged drift bonuses you can.

DRIFT COURSE C

RECORD: 7810 POINTS

This course is longer than most drift courses, so you can rack up the points here, especially with the multiple curves. The only problem is staying on the track, but if you do, that's even more of a bonus. Practice until you can drift this entire course without letting up!

Track Specifics: Autopolis

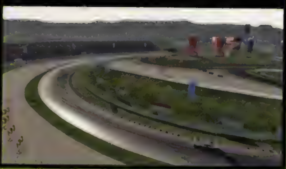
GP CIRCUIT

90-DEGREE TURN:



Brake early, and accelerate quickly on exit to take advantage of the smooth road ahead.

SWEEPER:



Dab the brakes when approaching the inside of this sweeper and accelerate quickly on exit toward the home stretch.

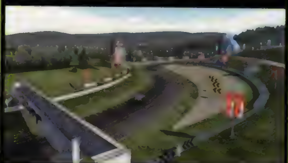


CRITICAL POINT

This hairpin is very thin and sharp, and both the entrance and exit points have kinks that need to be navigated before and after the hairpin. The best approach is to stick smoothly and steadily on the inside apex of the turn, and brake hard on entry in order to avoid serious understeer.



SHARP SWEEPER:



This sweeper can be devious. While it seems wide and soft, the sharp turns surrounding it require braking in order to navigate with maximum control.

180-DEGREE HAIRPIN:



Best tackled with a steady classic racing line, tapping the brakes as needed while retaining high speeds for the following straight.

Track Specifics: Autopolis

SHORT CIRCUIT

STRAIGHT:

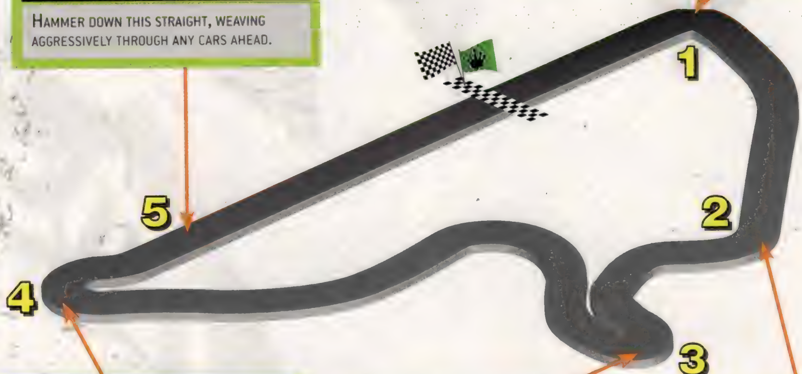


Hammer down this straight, weaving aggressively through any cars ahead.

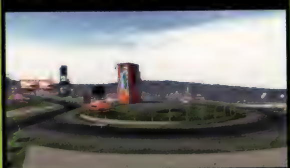
90-DEGREE TURN:



Brake early, and accelerate quickly on exit to take advantage of the smooth road ahead.



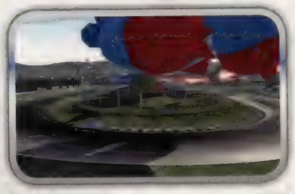
180-DEGREE HAIRPIN:



Best tackled with a steady classic racing line, tapping the brakes as needed while retaining high speeds for the following straight.

CRITICAL POINT

This hairpin is very thin and sharp, and both the entrance and exit points have kinks that need to be navigated before and after the hairpin. The best approach is to stick smoothly and steadily on the inside apex of the turn, and brake hard on entry in order to avoid serious understeer.



KINK:



This kink can throw you off course at high speeds. Brake on entry to avoid losing your groove.

Track Specifics: Autopolis

LAKESIDE

CRITICAL POINT

This extremely sharp hairpin turn can really slow down your time if you either brake too much or don't brake enough while navigating it. Try turning with a sharp drift to the right, considering the exit point lends plenty of space to adjust and straighten out for the next section of track.



INCREASING RADIUS HAIRPIN:



THIS ODDLY SHAPED HAIRPIN THROWS UNSUSPECTING DRIVERS RIGHT INTO THE SIDE BARRIERS, SLOWING DOWN THROUGH TIME DRAMATICALLY. BRAKE HARD ON ENTRY AND STEER THROUGH THE INSIDE CORNERS.

180-DEGREE HAIRPIN:



LATE APEX AROUND THIS HAIRPIN AND HAMMER DOWN THE FOLLOWING STRAIGHT.



KINK:



DAB THE BRAKES FOR STABILITY IF NEEDED, BUT MAINTAIN HIGH SPEEDS THROUGH THIS KINK.

KINK:



TRAVEL SMOOTHLY AND STAY INSIDE THE CORNERS, AVOIDING THE PATCH OF GRASS TO THE LEFT.

Track Specifics: Autopolis

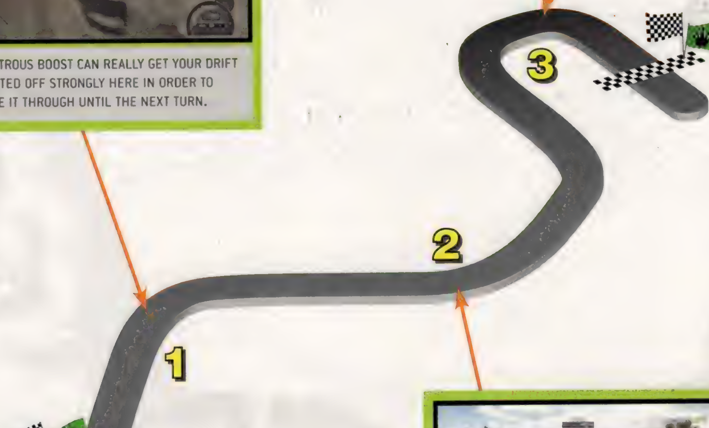
DRIFT COURSE A



Angle your nose as close to the inside of the corner here as possible, then hit the throttle and counter steer to hold it.



A nitrous boost can really get your drift started off strongly here in order to make it through until the next turn.





Hit the clutch and tap the E- brake while swinging to the left to quickly position yourself for this long sweeper, pressing down the accelerator to hold your angle throughout.

Track Specifics: Autopolis

DRIFT COURSE B



Again, a more speedy drift holds better here as there are no hard turns to angle sharply around.



Initiate a strong drift by turning in hard against this immediate corner, pinning the throttle, and counter steering once when the desired angle is reached.





Maintain a slight angle toward the road when drifting around this long bend in order to keep your speed high and avoid losing power midway.

DRIFT COURSE C





Your drift begins almost immediately in this course. Initiate softly in the middle of the track to ease through the soft right right-hand turn before sharply turning left into the sweeper ahead.



Keep the nose of your car pinned up against the inside boundary to achieve a strong angle and speed around this bend.



Hold in the clutch and pull out of the hard drift, back into a smooth angle down the soft bend aheadthat follows, gaining speed for the following next hard bend.



Sharper turns such as this one are always best tackled with your nose pressed right up on the inside, tracing the inner boundary throughout.



Your momentum should be strong enough to carry you smoothly through the finish line. Keep the throttle pinned and hold a steady counter steer to remain in balance.

Track Specifics: Autopolis

DRIFT COURSE D



Swing out wide and to the left before initiating your drift in order to give yourself some breathing room to move in toward the right as you drift across this short straight.



Turn in hard on the outside of this last section, counter steering through the middle, and finally making make a hard left into the finish line.





Once When your nose starts closing in on the right side of the track, let up on the throttle and tap the E- brake a few times to turn your nose back toward the track's other side of track.

Track Specifics: Autopolis

DRIFT COURSE E



Shoot toward the outside, pop the clutch and turn in, following a smooth mid- line around the corner.



If you find that you are starting to lose control, let up on the throttle and regain stability before hitting another hard drift.





Don't be afraid to kick in some nitrous here if your speed starts to dwindle from all the hard turning and braking.



Hug the inside with your nose, and then quickly pop the clutch and steer left into the finish line.

TRACK SPECIFICS: AUTOPOLIS

DRIFT COURSE F



POP THE CLUTCH AND TURN IN SHARPLY AROUND THIS BEND, USING NITROUS IF NEEDED, FOR A VERY SPEEDY THROUGH TIME AND EXTRA POINTS!



REGAIN STABILITY AT THIS POINT BY LETTING UP ON THE THROTTLE AND REPOSITIONING YOURSELF WITH MORE CONTROL.





USE THE FIRST SOFT SECTION TO BUILD UP SPEED. IT'S VITAL TO NAVIGATING THE SHARP HAIRPIN AHEADTHAT FOLLOWS.



LEAN IN TO THE RIGHT AND PRESS YOUR NOSE TOWARD THE BARRIER NEAR THE END OF THE FINISH LINE TO HELP GIVE YOUR CAR A SMOOTH LINE THROUGH.

TEXAS WORLD SPEEDWAY

With the exception of one track, this is a pretty easy event, with lots of straightaways and oval paths for speed demons. Just make sure that you're the fastest—there will be far fewer chances to take advantage of someone else's flubbed turn here.

FREESTYLE RACE DAY TIPS

SHORT CIRCUIT B (GRIP)

RECORD: 8900 POINTS
TUNE YOUR CAR FOR: POWER, HANDLING

This is one of the easier tracks. You'll want a nice fast car that can withstand what few turns there are on this course. The track's of medium width – use this to your advantage to wall off the rest of the pack, and take advantage of their braking during turns.

CLUB CIRCUIT (SECTOR SHOOTOUT)

RECORD: 8020 POINTS
TUNE YOUR CAR FOR: POWER, HANDLING

The same strategies apply here as for Short Circuit B, except the non-curved track is of a straight line this time, so there's less to worry about when hitting the Nitrous. Don't get lost with all the twists at the beginning of the race, though.

GP CIRCUIT A (TIME ATTACK)

RECORD: 9180 POINTS
TUNE YOUR CAR FOR: HANDLING

Now this is more like it! Back to the turns, and lots of them! Get yourself a maneuverable car, and go nuts. Again, try not to get lost amongst all the twists—they come fast.

DRIFT COURSE A

RECORD: 8380 POINTS

Take advantage of the wide track here that gives you room to maneuver. Slide in one direction, and shift gears up to keep your drift going. When it's time to change direction, shift gears down so that you don't go off the track, turn into a new drift, then shift back up again. Repeat until domination.

DRIFT COURSE B

RECORD: 8310 POINTS

You can employ the same strategy here as in Drift Course A—you'll just have to shift back and forth between gears at a faster rate due to the extra turns.

DRIFT COURSE C

RECORD: 8250 POINTS

This course has wide turns, so you won't have to play around with your controls as much. Just remember to countersteer with finesse so that you can get your High Speed, Stayed On Track and Long Drift bonuses.

OVAL CIRCUIT

RECORD: 8120 POINTS
TUNE YOUR CAR FOR: POWER, AERO

There's only one rule here: speed, and lots of it. This track layout is more or less a "gimme" as long as you know how to stay on it, so if you're missing sector record, buy a faster car or tune your current one for more speed. That's all there is to this race.

Track Specifics: Texas

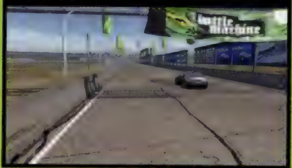
CLUB CIRCUIT

INCREASING RADIUS:



The previous straight has you entering this radius at very high speeds. To save time, brake hard with an early apex and accelerate upon exit.

STRAIGHT:



Straight, fast and aggressive.



KINK:



Dab the brakes if needed and keep your speed high through this wide kink.

SHARP RIGHT ANGLE:



This very sharp corner is best navigated with a swift drift, allowing less speed to be compromised in the process.

CRITICAL POINT

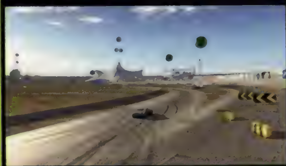


This long series of kinks and sharp turns poses a serious threat to your total through time. Drive through the insides of the corners and maintain a smooth, steady line. Any turns taken too quickly or sharply can land your wheels in the patches of grass on either side, slowing down your top speed tremendously.

Track Specifics: Texas

SHORT CIRCUIT A

SWEEPER:



Watch out for the roadblocks to the right during the entry point and remain tight and steady against the inside.

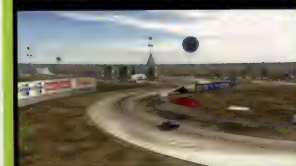
KINK SERIES:



Brake early for more reliable control and accelerate quickly on exit toward the home stretch.



INCREASING RADIUS:



Tap the brakes and steer to the inside of the approaching corners, avoiding the patches of grass on either side.

90-DEGREE TURN:



Follow a classic racing line around this turn, and don't get lured into the blocked road leading toward the left on exit.

CRITICAL POINT



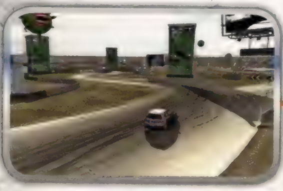
More rigid than the traditional 180-degree hairpin, this double apex is best tackled with an outside-to-outside approach, treating the two corners as if it were a radius. Find a smooth through line instead of turning sharply at each corner.

Track Specifics: Texas

SHORT CIRCUIT B

CRITICAL POINT

This series of sharp kinks will chew up any careless drivers who enter too quickly. Tap the brakes as needed and move in an inside-to-inside motion against the corners, allowing for the smoothest and most steady line available.



SWEEPER:



Watch out for the roadblocks to the right during the entry point and remain tight and steady against the inside.



KINK:



Maintain high speeds around this soft turn.

KINK SERIES:



Brake early for more reliable control and accelerate quickly on exit toward the home stretch.

KINK:



Treat this section of track like a straight, accelerating to top speed and aggressively passing/blocking cars around you.

Track Specifics: Texas

GP CIRCUIT A

CRITICAL POINT

This sharp sweeper can cause problems for cars that tend to understeer. If you entered too quickly, you may find yourself drifting too far toward the outside on the exit, endangering your speed by running into the grass patch on the other side of the road. Let off on the throttle while turning to avoid this problem.



KINK:



Smooth and steady through this one.

SWEEPER:



While minor in length, this sweeper should be approached using the classic racing line, dabbing the brakes as needed while still retaining a high through speed.



DOUBLE APEX:



While quite long, this double apex should be treated as a radius, hugging the corners on either side and hammering down the outside of the straight in between.

KINK:



Brake early for more reliable control and accelerate quickly on exit toward the home stretch.

Track Specifics: Texas

GP CIRCUIT B

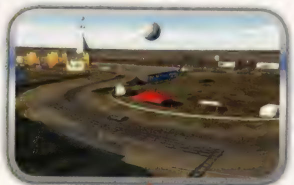
DOUBLE APEX:



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CRITICAL POINT

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SWEEPER:



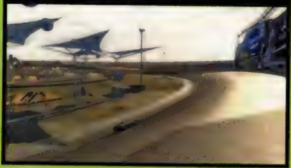
While minor in length, this sweeper should be approached using the classic racing line, dabbing the brakes as needed while still retaining a high through speed.

KINK:



Smooth and steady through this one.

SWEEPER:



Sensitive steering and a fast inside line maintains the highest through time in this sweeper.

Track Specifics: Texas

OVAL CIRCUIT

CRITICAL POINT

Hammer down, and hammer down hard! Cars will fight for their place in first most aggressively during this long straight, so be ready to block anybody closing in, as well as thinking ahead of anyone who may try to block you.



SWEEPER:



FIGHT FOR THE INSIDE CORNER AROUND THIS BEND, AVOIDING DAMAGED AREAS OF THE ROAD THAT CAN SLOW DOWN YOUR TOP SPEED CONSIDERABLY.



WIDE SWEEPER:



HAMMER DOWN FROM THE BEGINNING (AND THROUGHOUT THIS ENTIRE TRACK), KEEPING TO THE INSIDE AND AGGRESSIVELY PASSING/BLOCKING CARS AROUND YOU.

SWEEPER:



AGAIN, FIGHT FOR THE INSIDE CORNER HERE AND HOLD MAXIMUM SPEED THROUGHOUT.

Track Specifics: Texas

DRIFT COURSE A



The middle of the road finds the best path through this kink series. When a turn is approaching, ease up off the throttle for a second in order to reposition your direction the other way, resuming your drift throughout.



Hold your drift for as long as possible coming out of the previous kink series for bonus points. The lane leading into the finish line is wide enough that you can easily regain stability if your car starts to veer out of bounds.





The wide lane in this track really gives a lot of breathing room for heavy drifting. Tap the e-brake and begin racking up points right away.



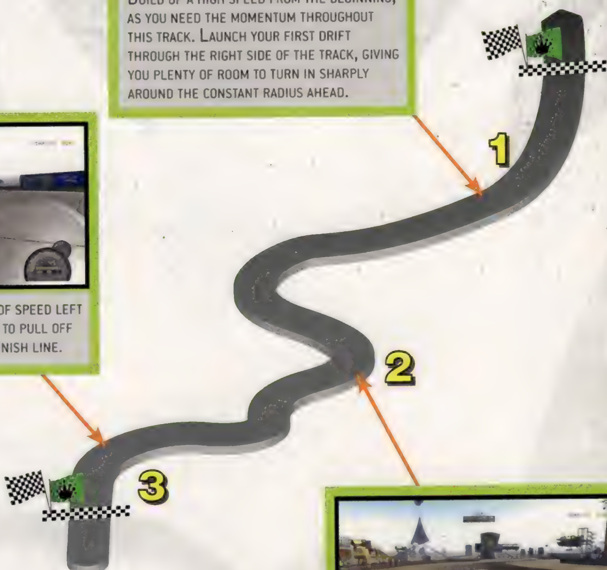
Pop the clutch and steer your nose toward the inside line, pinning the throttle and countersteering once the smoothest angle is found.

Track Specifics: Texas

DRIFT COURSE B



Build up a high speed from the beginning, as you need the momentum throughout this track. Launch your first drift through the right side of the track, giving you plenty of room to turn in sharply around the constant radius ahead.





You should still have plenty of speed left from the previous kink series to pull off one last hard drift into the finish line.



For maximum points, maintain a high speed through this kink series, fishtailing your back end into the outside boundary of each successive corner.

Track Specifics: Texas

DRIFT COURSE C



Keep drifting through the exit chute of the previous sweeper, maintaining a smooth and fast drift toward the finish line, switching up direction if you get close to exiting a boundary.





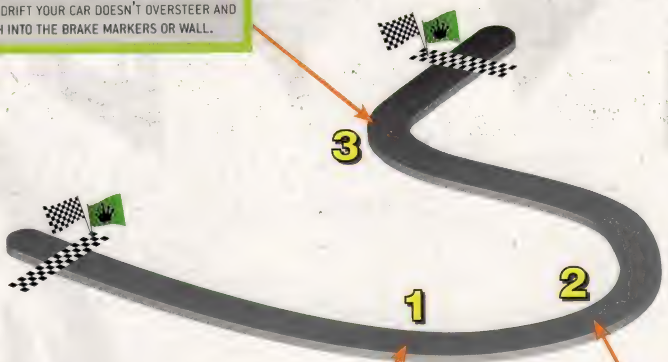
A more basic drift map, use the wide lanes and absence of sharp curves to amp up your speed and execute long, steady drifts. Tap the E-brake throughout this sweeper and countersteer with the throttle pinned to maintain stability.

Track Specifics: Texas

DRIFT COURSE D



Tap the brakes prior to entry on this corner so that when you hit the e- brake for a drift your car doesn't oversteer and smash into the brake markers or wall.





Aim for a high-speed bonus to start off this long bend. Veer to the left when you get near the brake markers and then pop the clutch and shift direction to the right again so that you have more room to navigate the turn aheadthat follows.



Release the throttle and reposition your car if you notice that you're turning into the inside dirt path too quickly and need to avoid driving out of the scoring zone.

TOKYO DOCKYARD

This is an all-around event that will test all of your skills. It also has a Wheelie Competition. See Chapter 2: Before Hitting the Track for details on it.

FREESTYLE RACE DAY TIPS

ROUTE 4 OFFRAMP (GRIP)

RECORD: 9150 POINTS
TUNE YOUR CAR FOR: POWER

This track contains wide turns that aren't too tough to navigate, even with a car that's not very maneuverable. A powerful car that can get you back up to speed after a turn will do well here.

KIYOBASHI ATTACK (GRIP)

RECORD: 8810 POINTS
TUNE YOUR CAR FOR: POWER, HANDLING

Get ready for lots of car fights for the first half of this race, where the track is both narrow and enclosed. Persevere, through, and the rest of the track opens up.

IIKURA CANYON (SECTOR SHOOTOUT)

RECORD: 8010 POINTS
TUNE YOUR CAR FOR: POWER, HANDLING

Go for turns rather than drifts here if you can help it. Going too fast means that one wrong move turns you into a pinball on the enclosed track. At the same time, use a shot of Nitrous if you think you have a chance of placing a sector record, or even better, Dominating the track.

KIYOBASHI ATTACK (TIME ATTACK)

RECORD: 8750 POINTS
TUNE YOUR CAR FOR: POWER, HANDLING

This is the same as the Grip version. Just don't be afraid to cut loose even more since you're racing the clock.

DRIFT COURSE A

RECORD: 8270 POINTS

This course introduces something new: the 90-degree drift curve, and lots of straight track when these curves aren't taking place. Swerve left and right on the straights, and handle the 90-degree turns like your standard wide turn since the track is also wide. You can get a lot of Stayed On Track bonuses here if you play your cards right.

DRIFT COURSE B

RECORD: 8380 POINTS

This course has the same fundamentals as Drift Course A. Swerve on the straights, and use wide-turn drift tactics on the curves.

Track Specifics: Tokyo Dockyard

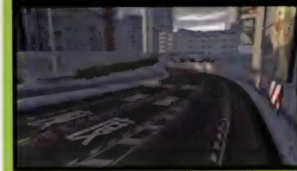
GINZA GO

CRITICAL POINT

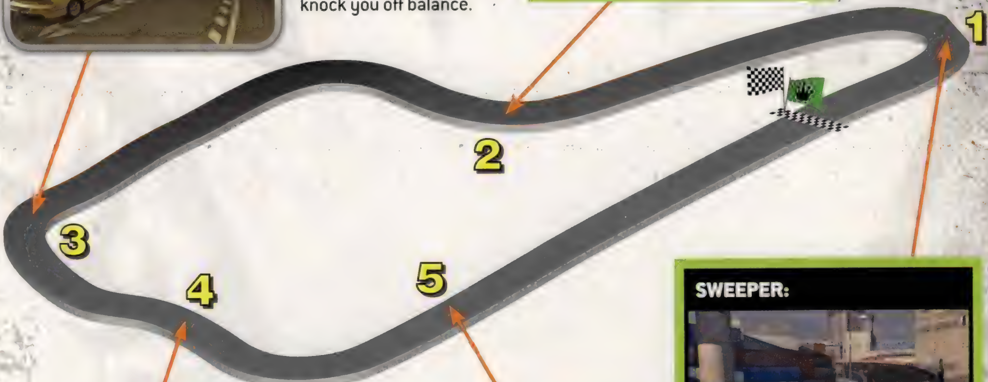
While the turn itself is not very difficult to maneuver alone, the tight tunnel lane can cause congestion problems when other racers are nearby. Do not attempt to pass anyone in this section as it can often lead to your car getting bumped into one of the tunnel's walls. Likewise, be sure to block any cars coming from behind that might threaten to knock you off balance.



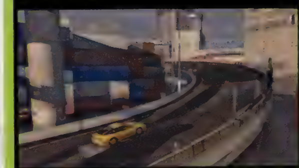
SWEEPER:



Maintain maximum speed through this downhill sweeper, employing sensitive steering and blocking any cars trying to pass.



SWEEPER:



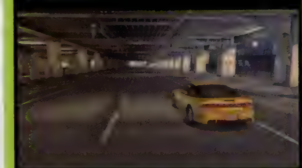
Rely on smooth inside steering over hard braking, as the uphill grade decreases speed quite a bit.

KINK:



Cut across the inside of the corners and maintain maximum speed throughout.

STRAIGHT:



Hammer down! As always with long straights like this, use the section as an opportunity to pass any cars currently ahead of you and be sure to block anybody gaining speed from behind.

Track Specifics: Tokyo Dockyard

IIKURA CANYON

90-DEGREE TURN:



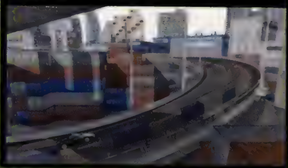
By the time you reach this section of track you should have built up a lot of speed from the previous straight, so brake early to avoid colliding into the side barrier.

KINK:



Retain maximum speed while following the smoothest line through.

SWEEPER:



Rely on smooth inside steering over hard braking, as the uphill grade decreases speed quite a bit.



HAIRPIN:



Late apex into this turn so you can accelerate quickly on exit and take advantage of the smooth road ahead.

CRITICAL POINT



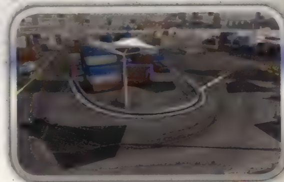
While not difficult to navigate, this sharp hairpin can have a large effect on your through time since the course does not have many twists and turns. In order to shave time around this bend, drifting may be the best course of action due to the large lane width.

Track Specifics: Tokyo Dockyard

ROUTE 4 OFFRAMP

CRITICAL POINT

This slanted double apex can cause problems with understeering on the exit point. The layout begs for a solid late apex to find the fastest line through. Upon reaching the exit chute, hammer down the following straight as quickly as possible.





90-DEGREE TURN SERIES:



Tap the brakes early to gain maximum control through these sharp angles and use the width of the lane to your advantage.

STRAIGHT:



Hammer down the home stretch!

KINK:



Maintain maximum speed through this soft kink, following the smoothest line through.

SWEEPER:

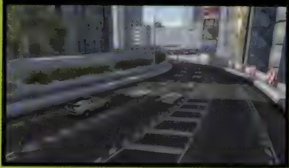


Follow a smooth, classic line around this sweeper, maintaining a high speed and only braking as necessary.

Track Specifics: Tokyo Dockyard

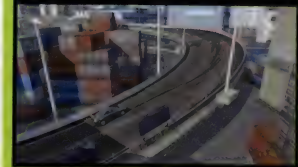
KYOBASHI ATTACK

KINK:



Maintain maximum speed through this soft kink, following the smoothest line through.

SWEEPER:



Rely on smooth inside steering over hard braking, as the uphill grade decreases speed quite a bit.

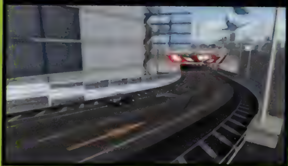


CHICANE:



Brake hard and early when entering this chicane, as it is very difficult to navigate at the high speeds built up on the previous straight.

90-DEGREE TURN:



Follow a smooth line around this soft turn for the fastest through time.

CRITICAL POINT

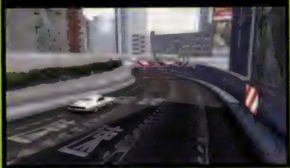


The tight lane width in this tunnel can cause trouble when other racers are nearby. While the turn itself is not very steep, there is danger of colliding into the barrier if an aggressive driver bumps into you while attempting to pass. Blocking here is of the utmost importance to avoid losing top speed.

Track Specifics: Tokyo Dockyard

SHIMBASHI

KINK:



Maintain maximum speed through this slight kink, employing sensitive steering for the fastest through time, right into the tunnel ahead.

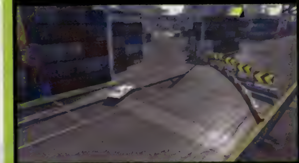
SWEEPER:



With the uphill grade leading into this sweeper, you shouldn't have to brake too hard. Dab only if needed and maintain a smooth inside line around.



KINK:



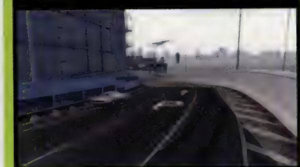
Brake on entry to avoid colliding with the left barrier, and hammer down the exit chute toward the finish line.

CRITICAL POINT



Pay close attention to your rearview mirror when blazing across this narrow bend. Collisions are commonplace in such a tight interior, so retain a tight inside line and block any cars that might attempt passing.

KINK:



Tap the brakes if needed to retain stability around this soft corner, and use the following underpass as an opportunity to pass any cars ahead of you at the moment.

Track Specifics: Tokyo Dockyard

DRIFT COURSE A



The very wide lane leading toward the finish line lends a great opportunity to pound out a high-angled, high-speed drift without worry of crashing into any barriers.



Let up the throttle for a second to position your car into a deeper drift and avoid losing control near the brake markers.





Steer at a hard right angle down this ramp, keeping the throttled pinned throughout while countersteering, as your speed needs to be high for the upcoming road.



It's usually best to initiate your drift as early as possible in the run. With such a thin straight to begin the track, you can hit the nitrous and push your nose into the right barrier for some early points.



This right angle forces a change in drift direction. Use nitrous if a boost is needed to make it down the following straightaway with enough speed. Concentrate more on maintaining a smooth drift than on avoiding all the obstacles, as they are light and don't hinder your progress very much.

Track Specifics: Tokyo Dockyard

DRIFT COURSE B

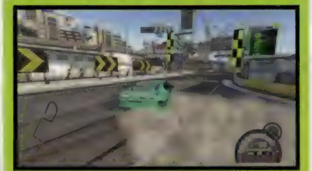


Switch between hitting the E-brake for a drift angle and letting up on the throttle to regain stability through the obstacles in this straight.



Swing out wide from the beginning and begin countersteering when your tail points toward the outside barrier so you can evenly work your way around the first bend.





Just as you near the last turn into the finish line, pop the clutch or tap the E-brake several times to initiate a hard right drift.



Use the short tunnel to gain some speed, then immediately pop the clutch and steer to initiate a sharp right drift. Let up the throttle just long enough to reposition your car for the next turn.

Track Specifics: Tokyo Dockyard

DRIFT COURSE C



With the finish line nearby, use this last stretch of track to slam into a hard and fast drift for those last extra points.



Just before hitting the entrance to this 90-degree turn series, tap the e-brake and initiate a hard, fast right drift to loosen up the tires. Release the accelerator for a sharp change in direction when turning up ahead.





When entering this first turn, pop the clutch and turn your nose hard into the first right barrier. Release the throttle midway to turn around toward the following angle.



Swing your tail out just short of the right wall to avoid collision and countersteer down the straight, holding your drift as long as possible.

AUTOBAHNRING

This is another event where things get very hectic, very fast. Bring a good maneuverable car for turning and sliding, and maybe, just maybe, *you* can survive the Autobahnring.

This event has a Wheelie Competition. See Chapter 2: Before Hitting the Track for details on it.

FREESTYLE RACE DAY TIPS

A-54 EXPRESS (GRIP)

RECORD: 8940 POINTS
TUNE YOUR CAR FOR: HANDLING, AERO

Staying on the track in this race means tons of speed, but only if you can manage to handle all of the subtle turns that are handed to you, one after the other. Go for maneuverability to be on the safe side.

A-54 INTERLOOP (GRIP)

RECORD: 8730 POINTS
TUNE YOUR CAR FOR: HANDLING

This is another race where, if you can maneuver enough to stay on track, huge speed rewards will be yours. Feel free to use your Nitrous after the halfway point, when all the turns let up for a bit.

A-54 EXPRESS (SECTOR SHOOTOUT)

RECORD: 8280 POINTS
TUNE YOUR CAR FOR: HANDLING

Third verse, same as the last two. Lots of swerving and expert mini-turns will be your only chances to Dominate the sectors.

AUTOBAHN GP (TIME ATTACK)

RECORD: 9050 POINTS
TUNE YOUR CAR FOR: HANDLING

There are a couple of turn sequences here where you'll be able to "thread the needle," so to speak. Take advantage of these for the best times.

AUTOBAHNRING A (SPEED CHALLENGE)

RECORD: 8780 POINTS
TUNE YOUR CAR FOR: HANDLING

This is essentially a Speed Challenge with the track layout of your average Drift course. Regulate your speed so that you don't go out of control, until the last big curve. Once that's out of the way, speed, speed, speed with all you've got!

AUTOBAHNRING B (TOP SPEED RUN)

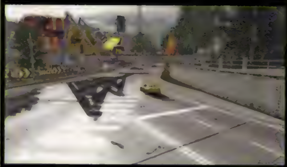
RECORD: 8990 POINTS
TUNE YOUR CAR FOR: HANDLING

The good news here is that not a single one of these turns are nearly as bad as the minimap makes them look, not even the large turn midway through the course. Just make sure to stay on the track, and speed through checkpoints. You'll be okay.

Track Specifics: Autobahnring

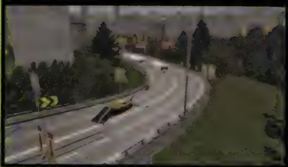
A-54 EXPRESS

KINK:



Retain maximum speed and smoothly navigate toward the outside of the exit shoot, hammering down the following straight.

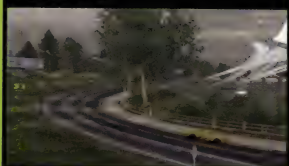
KINK:



Cut in sharp against the left corner of this kink to minimize braking and turning necessity.



SWEEPER:



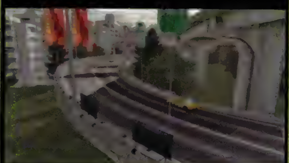
An outside-to-outside line finds the smoothest through time without the need for much braking.

CRITICAL POINT



Don't let the heavy twisting and turning through this kink series force you into braking too hard, therefore losing major through time. A smooth line can be navigated by simply dabbing the brakes when needed and steering toward the inside of the corners.

SWEEPER:



Navigate a slightly early apex around this bend, cutting in close to the corner and then shooting down the outside of the exit chute.

WELCOME
BEFORE HITTING THE TRACK
DRIVING ESSENTIALS
COLLECTORS GUIDE TO CARS
UPGRADES AND CUSTOMIZATIONS
THE STREET KING
THE TRACKS
THE ONLINE GAME

Track Specifics: Autobahnring

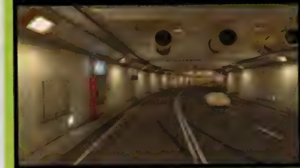
A-54 INTERLOOP

KINK:



Don't let this kink take too much time off your lap. Appearing shortly after the previous sweeper, your speeds shouldn't be so high that hard braking is needed. Retain acceleration and follow a smooth line through.

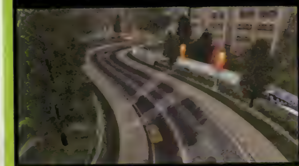
CONSTANT RADIUS:



Follow through with maximum speed, carefully hugging the inside wall of the tunnel while blocking any cars trying to pass.

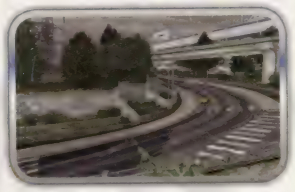


KINK SERIES:



Tap the brakes as needed and cut across the insides of the corners through this kink series, avoiding the urge to brake too hard between turns.

CRITICAL POINT



Don't simply rely on the uphill grade of this sharp turn to slow you down enough to retain stability. The twisting and turning of the previous section may have your car feeling loose when encountering this obstacle. Brake early in the turn to ensure a smooth and steady exit.

SWEEPER:



Ride a smooth inside line around this sweeper.

Track Specifics: Autobahnring

AUTOBAHNRING C

KINK:



Maintain maximum speed through this wide kink and employ sensitive steering throughout.

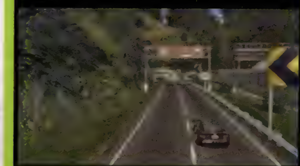
SWEEPER:



As with the previous angled sweeper, maximum sensitivity is mandatory throughout this turn, or you may find your loss of control too severe to recover.



KINK:



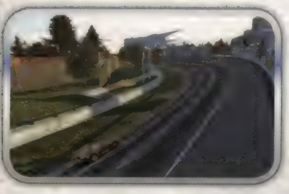
While maintaining maximum speed, make sure your stability is well under control here or you may find yourself in a collision with the upcoming tunnel.

CONSTANT RADIUS:



Fight the urge to brake when coming up on the end of this radius and maintain a stable hold in order to avoid colliding with the cliffside.

CRITICAL POINT



The steep angle of this sweeper, along with its cobblestone road, can become the cause of some serious slowdown if you don't employ perfectly sensitive steering. A sharp jerk can find your car getting thrown around on the bumpy road and the loss of control affects your through time severely, as well as heightening your chances of colliding into nearby racers. In high-speed races like this, every second counts!

Track Specifics: Autobahnring

AUTOBAHNRING A



KINK:



Keep accelerating toward your top speed and watch for cars trying to pass from behind, as well as using the wide lanes to pass cars ahead, as well.

CONSTANT RADIUS:



Concentrate on maintaining maximum stability and speed over passing any cars ahead at this point.

CRITICAL POINT



This critical sweeper can make or break your total through time. Your traction to the road here is very weak and your car can easily get thrown around if navigated poorly. Focus on maintaining as smooth a line as possible, never letting up on the throttle throughout.

KINK:



Smooth and speedy through this kink.

STRAIGHT:



Hammer down the home stretch, blocking any cars trying to get ahead at the last minute.

Track Specifics: Autobahnring

AUTOBAHNRING B

CRITICAL POINT

At high speeds, even the slightest twist of the road can present a challenge to the driver. With tight two-lane tunnel added in the mix, this section of road lends itself to becoming a very dangerous environment when other racers are around. At this point in the race, try to remain in the lead, as passing without an ensuing collision becomes very difficult.



SWEEPER:



Rely on maintaining a very smooth through line around this sweeper, being very careful not to jerk the wheel too swiftly. Do not attempt to pass any cars in this section of track.



RIGID STRAIGHT:



Watch out for cars trying to pass from behind while carefully adjusting position as minor variations in the road appear.

STRAIGHT:



Located in the beginning of the track, aggressive racers use this straight to block off any racers attempting to accelerate into the lead. Carefully navigate through any cars ahead and block as needed.

CONSTANT RADIUS:



Maintain a very slight and steady rightward steer throughout this radius, keeping within the smoothest line.

Track Specifics: Autobahnring

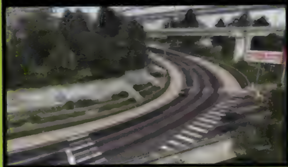
AUTOBAHN GP

CRITICAL POINT

This series of sharp kinks can easily throw off your stability if taken too quickly. Stick to the inside corners and brake as needed to maintain control throughout. Avoid contact with other racers, waiting for a more stable section of track before attempting a pass.



90-DEGREE TURN:



Considering the previous kink series, you probably won't have much speed built up when encountering this soft angle. Cut into the corner and shoot across the outside of the exit, accelerating in the process.

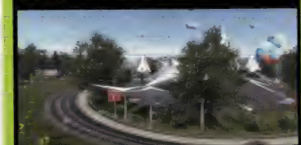
INCREASING RADIUS:



Early brake and early apex into this radius, swinging wide to the outside once past the apex. Accelerate early to take advantage of the corner swinging outward.



DECREASING RADIUS:



Turn in with a late apex and brake later in the turn, straightening out on the outside of the exit chute.

KINK:



Maintain maximum speed through this slight kink, concentrating on sensitive steering to retain stability throughout.

Track Specifics: Autobahnring

DRIFT COURSE A



Build up your speed here, hugging the inside apex and then easing off the accelerator to set up position for the kinks to come.



Let up on the accelerator and reposition your drift to accommodate this minor chicane leading toward the finish line.





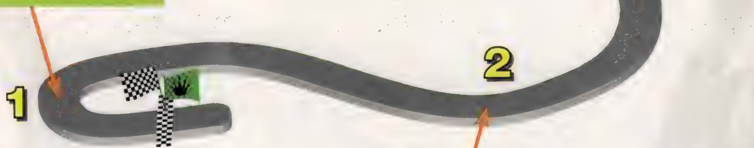
To retain maximum control, try to remain within the middle of the road to have the most breathing room to switch drift positions throughout this turn series.



Keep your eyes on the break markers! Follow this road to the left and you find yourself running off course.

Track Specifics: Autobahnring

DRIFT COURSE B





This last section of track with more breathing room lends itself well to a hard and fast drift from the built up momentum.



Because of the narrow lane width throughout this track, maintain a high speed and soft drift as often as possible as opposed to sharp angled drifts. Start this bend by sensitively drifting toward the left.



Control is of the utmost importance through this kink series. Let up the accelerator as needed to reposition yourself for maximum stability through corners.

Track Specifics: Autobahnring

DRIFT COURSE C



Pop the clutch and shove your nose toward the inside corner of this sweeper, angling your car with force to gain as many points as possible before crossing the finish line.





Use the wide lane width to your advantage by gaining speed and then initiating a drift, switching between the accelerator and the clutch to form a back-and-forth motion to maintain speed and momentum.



Build up speed here during your countersteer for the following bend.

Track Specifics: Autobahnring

DRIFT COURSE D



Speed. Speed. Speed. You need momentum to keep your drift constant around this wide radius. Let up briefly on the accelerator if your control begins to get out of hand.





The sharper bend of this sweeper allows you to tap your e- brake and turn your nose in hard against the inside wall for more points when you cross the finish line.



This narrow turn series can knock you out of your drift if you keep your speed from the previous turn too high.

Tap the brakes to maintain control and pop the clutch for a steeper drift.



Use your nitrous to regain some lost speed.

MANTEL LANDCARRIER, JUNE 18TH, 2048, 9:04AM NEVADA HIGHWAY

This event will be your greatest challenge yet, and arguably the toughest set of races in the entire game. Gone are the safe walls or flat out-of-bounds terrain that could provide you with a bit of flexibility if you missed a turn. Now, if you touch the sides, odds are you'll go flying off of the rocky inclines that line them, and get overturned—instantly forfeiting the race.

FREESTYLE RACE DAY TIPS

TORNADO (GRIP)

RECORD: 9000 POINTS
TUNE YOUR CAR FOR: HANDLING

Don't let the track layout fool you—this race can seriously mess you up. There are no walls on either side of much of the track, which means that it's very easy for you to take a jump if you bump into either side, roll over, and instantly get totaled. Be careful, and only try to beat other cars, as opposed to any sort of time record, unless you're very good at turning.

CANYON (SECTOR SHOOTOUT)

RECORD: 8020 POINTS
TUNE YOUR CAR FOR: HANDLING

Don't let the track layout fool youthis race can seriously mess you up. There are no walls on either side of much of the track, which means that it's very easy for you to take a jump if you bump into either side, roll over, and instantly get totaled. Be careful, and only try to beat other cars, as opposed to any sort of time record, unless you're very good at turning.

CANYON (TIME ATTACK)

RECORD: 8740 POINTS
TUNE YOUR CAR FOR: HANDLING

The same principles apply here as for the Sector Shootout version of this race.

DRIFT COURSE B

RECORD: 8100 POINTS

The easiest course this entire event has to offer. Just drift back and forth. You've done this before.

NEVADA HIGHWAY C (SPEED CHALLENGE)

RECORD: 8860 POINTS
TUNE YOUR CAR FOR: HANDLING

Once again, the sides are no longer your friend. A single collision with an innocent-looking power line at high speeds can total you just as easily as going over the incline at one of the sides. Stay on-track at all costs.

NEVADA HIGHWAY A (TOP SPEED RUN)

RECORD: 9020 POINTS
TUNE YOUR CAR FOR: HANDLING

This course is set up a lot like Nevada Highway C. Unfortunately, since you're going for top speed, you'll have to be even more careful.

CHEYENNE (GRIP)

RECORD: 8990 POINTS
TUNE YOUR CAR FOR: POWER, HANDLING

The extra walls and forgiving layout of this course make it easier than the rest on this event, but it will still give seasoned drivers a run for their money. Staying on the track is still easily the best course of action.

Track Specifics: Nevada

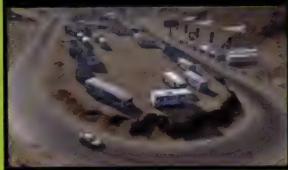
CANYON

KINK:



Maintain your high speed and employ sensitive inside steering over hard braking through this kink.

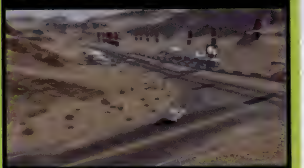
180-DEGREE HAIRPIN:



Late apex and straighten out on exit.



90-DEGREE TURN:



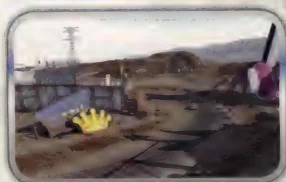
Apply pressure to the brakes on entry and steer through the inside shoulder, hammering down the outside of the exit chute.

KINK SERIES:



Fight your instincts to brake hard throughout this kink series, instead initiating sensitive steering for maximum stability.

CRITICAL POINT



It's especially important to brake hard near the apex of this turn, as the dirt mound to your right can easily toss your car over, resulting in a total end to the race. Stable navigation is of the utmost importance, as high speeds hinder your ability to turn sharply enough and avoid the dangerous mound.

Track Specifics: Nevada

TORNADO

DECREASING RADIUS:



Stick to the inside of this radius and drop the hammer in the straightaway ahead.

180-DEGREE HAIRPIN:



Navigate an early apex around this bend.



CRITICAL POINT



At high speeds, the slightly increasing radius before the 90-degree turn can throw your car into oversteer if enough pressure isn't applied to the brakes throughout.

90-DEGREE TURN:



Brake early in order to straighten out in time for the kinks ahead.

KINK SERIES:



Hold a smooth inside line throughout for maximum speed.

Track Specifics: Nevada

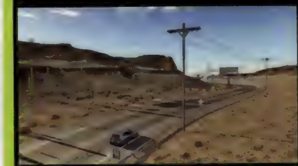
CHEYENNE

KINK:



Maintain a smooth inside line to maximize speed.

KINK SERIES:



Keep a smooth line through these minor kinks, dabbing the brakes as needed.

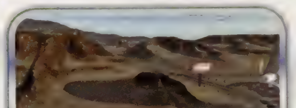


180-DEGREE HAIRPIN:



Late apex and straighten out on exit.

CRITICAL POINT



Brake hard when entering this 90-degree turn series and turn sharply across the inside of each corner. When exiting the second corner, shoot toward the outside path, straighten out, and drop the hammer down the following straightaway.

90-DEGREE TURN:

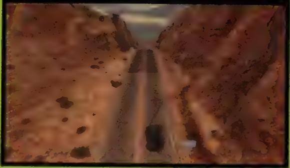


Follow a classic racing line.

Track Specifics: Nevada

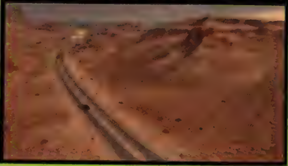
HIGHWAY C

STRAIGHT:



Tap the brakes when approaching the high point here or you may launch in the air and lose control on landing.

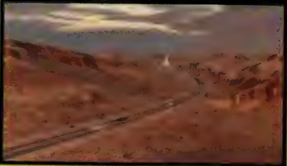
INCREASING RADIUS:



Early apex toward the finish line, and don't be afraid to tap the brakes if needed.



KINK:



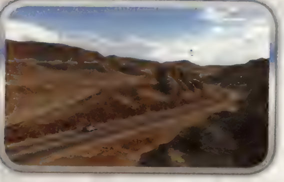
Again, maintain a smooth line while employing sensitive steering.

HAIRPIN SERIES:



Use sensitive steering and maintain maximum speed through these wide hairpins.

CRITICAL POINT



While only slight in variation, at high speeds this kink can throw you into the dirt and off course. Straighten out of a late apex from the previous hairpin to ensure maximum stability. Tap the breaks and don't turn too hard.

Track Specifics: Nevada

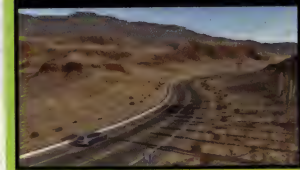
DAKOTA

180-DEGREE HAIRPIN:

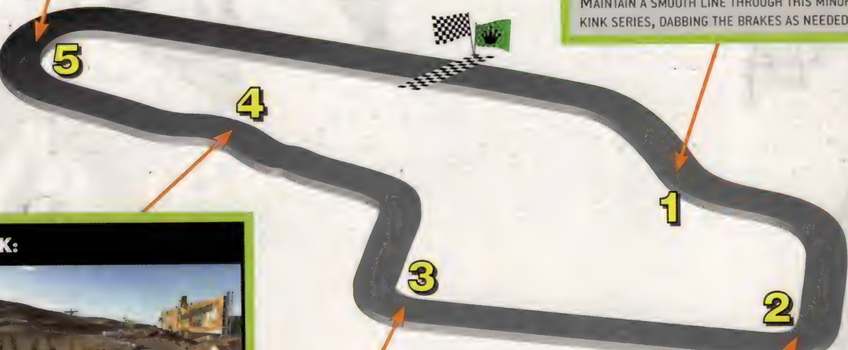


Late Apex and drop the hammer down the home stretch after turning the corner.

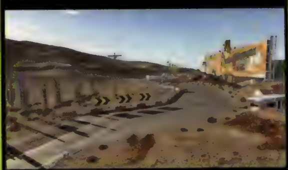
KINK SERIES:



Maintain a smooth line through this minor kink series, dabbing the brakes as needed.

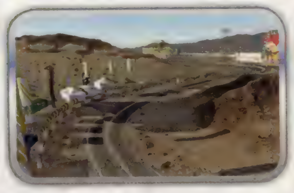


KINK:



Maintain a smooth inside line to retain maximum speed.

CRITICAL POINT



Brake hard when entering this 90-degree turn series and keep to the outside. When turning out from the second corner, shoot toward the outside path, straighten out, and drop the hammer down the straight to maximize speed before entering the following kink.

90-DEGREE TURN:

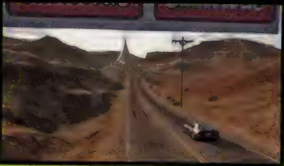


Follow a classic racing line.

Track Specifics: Nevada

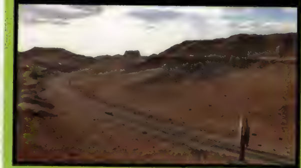
HIGHWAY A

KINKED STRAIGHT:



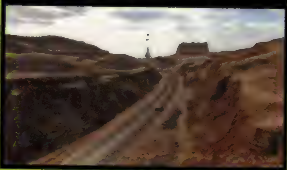
Maintain maximum speed through this straight, only slightly touching on the steering through the minor kink.

SWEEPER:



Again, navigate the smoothest line throughout this turn while maximizing speed throughout.

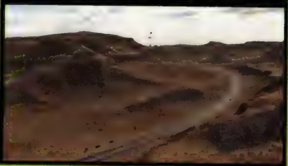
KINK:



A bad oversteer in this location can lead to a devastating total on the cliff sides. Sensitive control is key here.



SWEEPER:



Don't brake more than absolutely necessary, instead focus on holding top speed and steering as sensitively as possible.

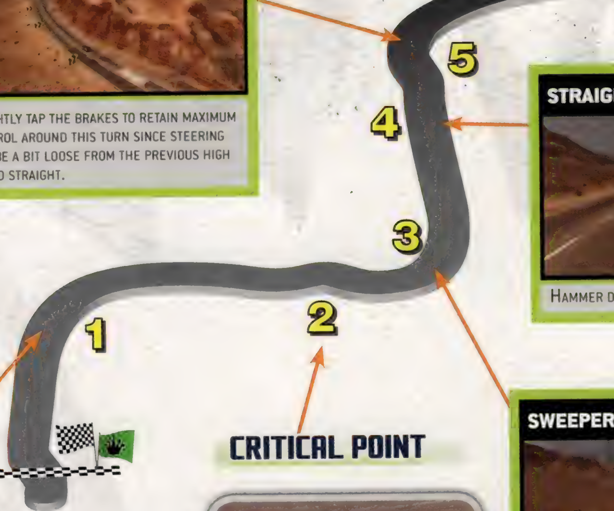
CRITICAL POINT



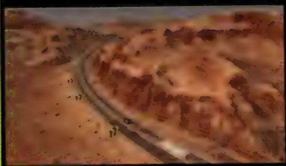
A fitting finale for a high-speed track, this sweeper series can throw even the best racers off course if not approached with extreme caution. As this is a high-speed track, braking should be kept to a minimum, only dabbing the brakes if stability begins to compromise. Focus on maintaining the most stable line and hammer down toward the finish, avoiding collision with your opponents at all costs!

Track Specifics: Nevada

HIGHWAY B



KINK/SWEEPER:



Slightly tap the brakes to retain maximum control around this turn since steering may be a bit loose from the previous high speed straight.

STRAIGHT:



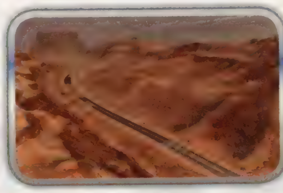
Hammer down!

SWEEPER:



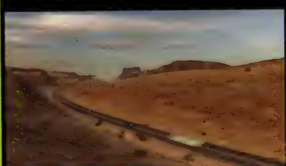
This sweeper is a bit sharper than previously encountered, requiring you to turn with slightly more power.

CRITICAL POINT



This nasty corkscrew takes your high-speed steering skills to the limit. While each deviation appears minor, the back and forth turning required can cause your car to slip into an oversteer and off the road if sensitive steering is not maintained throughout.

SWEEPER:



Top speed and minor steering through this soft sweeper.

Track Specifics: Nevada

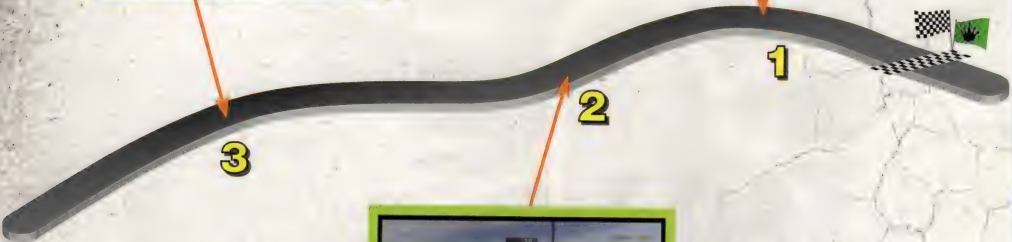
DRIFT COURSE A



Just before the road turns, hit the E-brake and begin drifting toward the left, initiating countersteer to maintain a good angle while keeping the throttle pinned.



Retain a speedy midway drift down through the finish line!





Release the gas pedal for a brief moment to steer the drift direction toward the right.

Track Specifics: Nevada

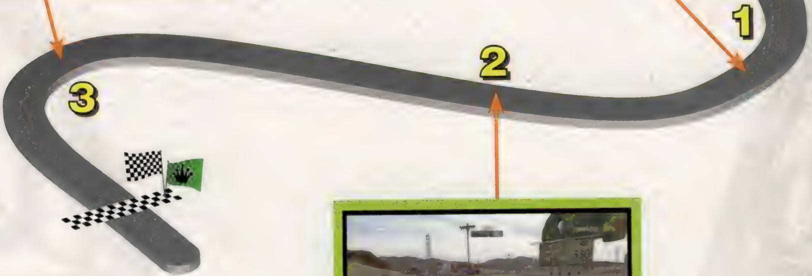
DRIFT COURSE B



You must retain a decent speed to make it smoothly around this bend, so pop the clutch and find your angle into the inside corner quickly, and countersteer when steady with the throttle pinned.



Swing wide around this last bend and countersteer right across the finish line.





Let up on the accelerator and tap the brakes if needed to quickly get out of your drift and avoid the obstacles to the right.

Track Specifics: Nevada

DRIFT COURSE C



The key to maintaining a solid drift around this long corner is to come in from the outside and shift into a countersteer once you reach a good drift angle.





Tap the e-brake and turn in hard around this corner for a steeper drift across the finish line. You'll net more points along the way!

INFINEON

After the craziness that was Nevada Highway, it's good to be back on even ground. The one thing to watch out for around here are the many hills and valleys that can hide the road—and turns—ahead. Otherwise, play these as you would your standard races. Use everything you've learned thus far to grasp victory.

This event has a Wheelie Competition. See Chapter 2: Before Hitting the Track for details on it.

FREESTYLE RACE DAY TIPS

LONG CIRCUIT (GRIP)

RECORD: 9030 POINTS

GP CIRCUIT (GRIP)

RECORD: 8780 POINTS

GP CIRCUIT (SECTOR SHOOTOUT)

RECORD: 8190 POINTS

SHORT CIRCUIT (SECTOR SHOOTOUT)

RECORD: 7990 POINTS

NOTE

For all races on the Infineon, tune your cars for maximum handling.

DRIFT COURSE C

RECORD: 8180 POINTS

DRIFT COURSE B

RECORD: 8030 POINTS

Track Specifics: Infineon

SHORT CIRCUIT

90-DEGREE TURN:



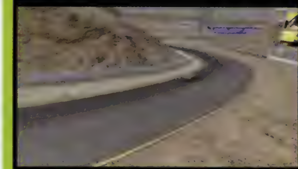
Brake hard and early, navigating an outside-to-outside line around this sharp angle.

STRAIGHT:



Here's the home stretch. Speed down it and pass or block any nearby racers.

SWEEPER:



Ride a smooth line and retain high speeds around this bend. Only dab the brakes when necessary.



SWEEPER:



Build up as much speed as possible through this shallow sweeper.

CRITICAL POINT



Understeer can be a large problem when you encounter this double apex if you don't apply enough pressure to the brakes throughout. Steer through this section with a wide outside arc to minimize the need for very sharp turning, and brake when necessary to retain stability.

Track Specifics: Infineon

GP CIRCUIT



KINK:



Dab the brakes around this kink to avoid slight understeering problems, but keep working at building up speed throughout.

90-DEGREE TURN:



Follow a classic racing line around this sharp turn, drifting if your car is capable of it.

180-DEGREE HAIRPIN:



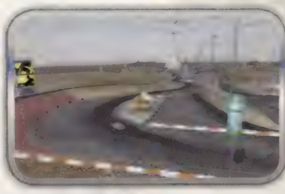
Tap the brakes early and follow a smooth, classic racing line around this hairpin. Straighten out on the exit and tear down the home stretch.

KINK:



Follow a smooth, fast, inside line around this kink.

CRITICAL POINT



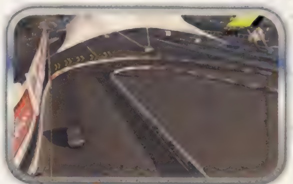
This turn is especially crucial to navigate properly as you need to straighten out quickly enough to tackle the kink series that follows it. Brake early, straighten early, and accelerate through the turns ahead.

Track Specifics: Infineon

LONG CIRCUIT

CRITICAL POINT

This extremely sharp turn was made to punish impatient drivers. With such a narrow lane and a drastic turn you have no choice but to hit the brakes hard and carefully steer around this hairpin. Then use the following section of road to accelerate as quickly as possible and regain lost speed.



DOUBLE APEX:



Treat this double apex like a hairpin, following a smooth, classic racing line around its bend.



KINK:



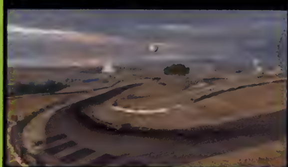
Brake early around this bend to avoid an understeer near the apex. Shoot toward the outside and hammer down.

SWEEPER:



Follow a smooth and fast inside line around this sweeper, blazing down the road that follows.

KINK:



The sharp downhill turn here lends itself well to a quick drift to avoid heavy braking and major loss of speed.

Track Specifics: Infineon

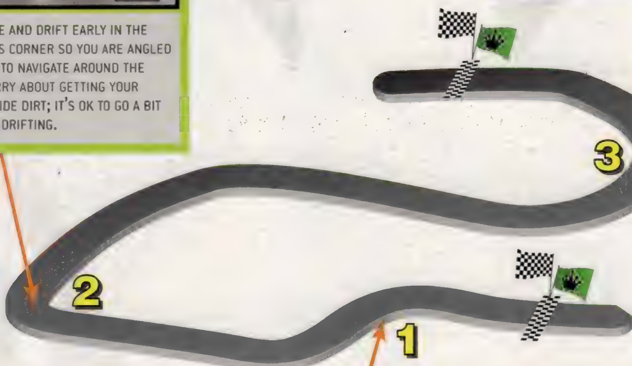
DRIFT A



Angle your nose toward the inside boundary and drift through the smoothest line down and into the finish.



Tap the e- brake and drift early in the entrance of this corner so you are angled steeply enough to navigate around the apex. Don't worry about getting your tires on the inside dirt; it's ok to go a bit off track when drifting.

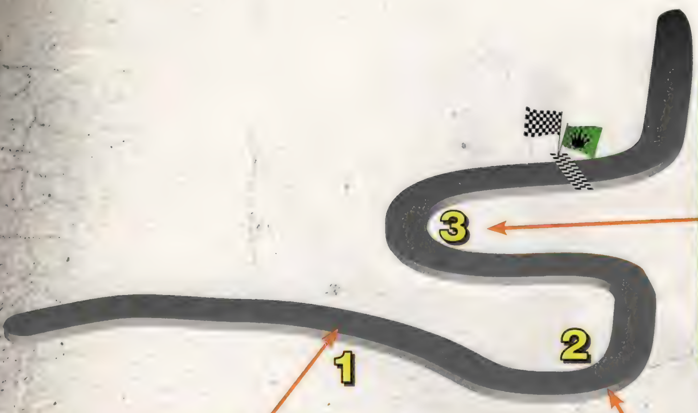




Use the lane width to your advantage and begin with a smooth and firm drift to the right before popping the clutch and veering right across the second corner.

Track Specifics: Infineon

DRIFT B

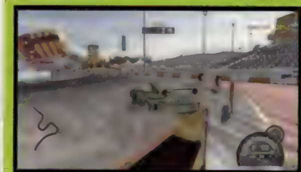




Again, drift along the outside, turning in late with your nose pointed inward so that you can maintain the direction of your drift across the finish line.



For early points, tap the E- brake and initiate a slight drift toward the right, counter steering before you reach too hard of an angle. Work your way toward the outside of the turnaround ahead.



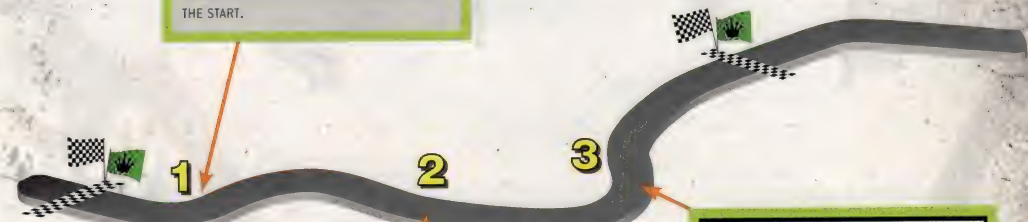
Treat this straight like a constant radius, : swinging Swing your tail out wide toward the outside of the track, all the way around to the exit.

Track Specifics: Infineon

DRIFT C



Immediately pop the clutch and begin this track drifting. Once the smoothest angle is found, countersteer and pin the throttle, only letting up to change direction around the second corner from the start.





Don't let up on the drifting down this stretch of road. Fishtail back and forth, positioning your car so that you are drifting toward the outside of the entry point to the next corner.



Aim for an outside drift on entry, slowly veering toward the middle of the road in order to pop the clutch and change direction in time for the finish line.

Track Specifics: Infineon

DRIFT D



This hairpin is sharp, and requires you to tap the E-brake throughout to ensure a strong and steady drift around. Countersteer to maintain stability, while popping the clutch to turn in harder as the corner gets sharper.





Push your nose into the inside boundary for a steady drift throughout the length of the previous straight, then touch off just before reaching the apex of this hairpin, allowing your nose to avoid collision with the inside obstacles while also giving you a chance to regain speed down the next section of road.



Maintain high speeds around this final corner, tracing the outside brake markers with your tail to give you breathing room to continue your drifting across the finish line.

THE ONLINE GAME

ONLINE

In *Need For Speed ProStreet*, there's a term that you should get to know: *social competition*. What is social competition? It's a way of encouraging contests between people online, but in a way that allows you to share as much as possible in the process. How is such a thing possible? Read on!



LEADERBOARDS

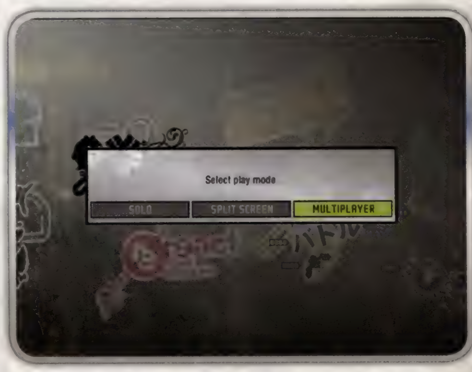
Outside of your usual head-to-head racing, the "competition" aspect of social competition comes from the Leaderboards. Leaderboards are tables that track personal records. They are the high-score lists for the new millennium. You can check Leaderboards for Race Days, both by overall events and individual races.

Have you managed to place a high score in a ranked race? If you're connected to EA Nation, you can post that score on the Leaderboards, see how many butts you kicked, and see how much better you still need to get. You can also see Leaderboards for Career Mode standings (there are Leaderboards for each hub), and for the best car tuners and Blueprint creators. Strive for perfection—that's the *Need For Speed* way. Freestyle Race Day, Career, and Tuner Leaderboards are global, and there are also private Leaderboards. Both types are covered in the following sections.

RACE DAYS



Race Days are the events in *ProStreet* that contain full sets of races. Gauntlets, if you will. In Career Mode, it's your job to gain enough points to either win or Dominate these Race Days. Online, however, doing well in Race Days is how you gain respect in the real (so to speak) world. Race Days are the cornerstone of *ProStreet*, and online, they're the main way you can interact with human racers around the world.



Feel like taking part in an online Race Day? It's as easy as making sure you're logged into EA Nation, then selecting the Race Day option from the main menu, picking your event, then picking the Multiplayer option to get your racing on. There are two ways you can challenge others.

FREESTYLE



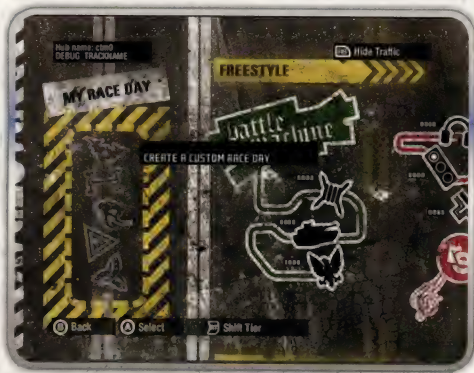
Freestyle Race Days are put together by EA, and they're custom-made for competition. Every organization is represented, from the Battle Machine and Super Promotion (if you want all-around challenges) to the Elite organizations (for when you want to thrown down in a set of races of the same event type). They're also sorted by overall difficulty.

When you play online, Freestyle Race Days are the race sets that you'll encounter most often. Make sure you head to the Tracks chapter in this book to prepare yourself for the experience. We've got tips for all eleven Freestyle Race Days in the non-Elite organizations, and in-depth coverage for every track in this game. With all that juicy info to draw on, you'll have the competitive edge.



You'll want that edge too, because every Freestyle Race Day comes standard with its own Leaderboard, so you can compare your performance against the best of the best, and see if you measure up. Freestyle Race Days contain global Leaderboards, as opposed to private ones, so you'll be spending lots of your time racing in them.

CUSTOM



Have you enjoyed the Freestyle Race Days, but want even more variety? Maybe you're better at a certain racetrack or racing style? Think you'd *totally* be king of a certain Race Day if you were able to fashion one in your image? Well, you *totally can*.





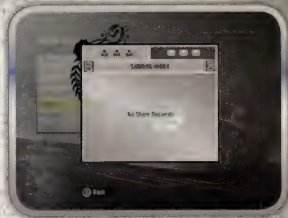
Instead of picking a Freestyle Race Day, head over to the left, and to access the Custom Race Days Mode, where you can set all sorts of variables such as difficulty, the location of races, and the tracks you race. The configuration you choose will determine which modes and tracks are available. The type of event you race (Solo, split screen, Multiplayer) is also set at this time. In Solo Custom Race Days, you can also set the number of repair markers used.

Even better: You'll notice a Challenge Race Day option in the Race Day Settings. Switching this on allows you to create a Challenge Race Day. Challenge Race Days allow you to specify the cars that each player must use to race in your Custom Race Day. Different cars will be available depending on the difficulty you choose. The AI you race against will also get more challenging at higher difficulty levels. This is great for evening the playing field, or making things that much more interesting.

Private Leaderboards for your custom Race Days are created among you and your friends when you share said Race Days. What's sharing, you may wonder? Glad you asked!

ONLINE SHARING





Sharing is a big part of the ProStreet experience, and it's where much of the "social" is put into "social competition." Basically, any of your created content can be given to others.

Sharing materials with others is as easy as picking the Share option from the main menu. From there, you can pick exactly what you want to share.

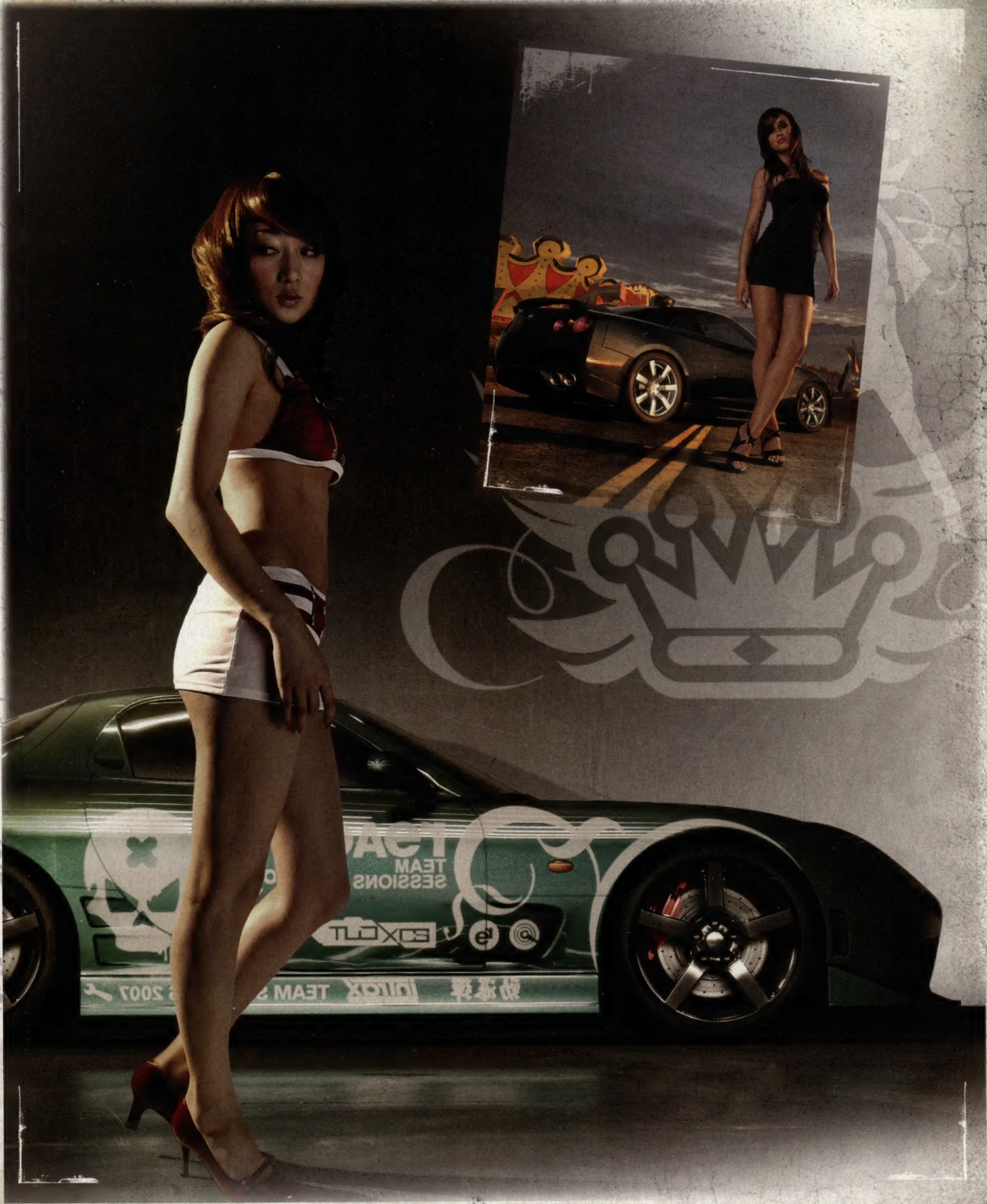
For example, you can share Blueprints. Have you fine-tuned one of *ProStreet*'s available cars into a totally mean machine? Is there a certain car that just "clicks" with you every step of the way? For that matter, do you think you've created a total clunker that *nobody* can win with? Go ahead and share that sucker! Shared versions of a Blueprint can be used by other players, and records set with that Blueprint go with it. Once you share a Blueprint it can no longer be edited or modified, and Blueprints can only be applied to the specific car that they were created for. See who can set or beat that Blueprint's best times and scores by checking the Tuner Leaderboards—every player who uses your Blueprint will contribute to its stats.

The other thing you can share is a Custom Race Day. As mentioned earlier, not only can you race these events with your friends, but private, friends-only Leaderboards will be created, and can be accessed at any time. You can go for a Custom Race Day's record at your leisure, meaning you don't always have to have a friend online to compete against them.

THE INBOX

As if all of this weren't enough, you can receive as well as give. In the Share menu is an Inbox where you can pick up materials that your friends have shared with you. Imagine booting up the game and finding a new tricked-out car or a new challenging set of races waiting for you the next time you play–and hey, you didn't even have to do any the work! This feature rounds out *ProStreet*'s online experience, and ensures that it'll be one you can spend time with for months, even years, to come.






I DRIFT



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